

# Manufacturers Record

## Exponent of America



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Baltimore, Md.  
JUNE 16, 1927

## An Appeal to President Coolidge.

Through the course of a hundred years Congress has from time to time appropriated money for the relief of sufferers by flood, earthquake and fire. It also appropriated enormous sums for the relief of suffering in Russia and in Europe generally during the War period. Precedents without limit, therefore, give justification for the Constitutional right to make such appropriations in any time of great emergency.

The greatest emergency that this country has ever seen, except in war itself, is now upon the land. Six hundred thousand people are for the time being, at least, homeless, a large proportion of them living in tents under most disadvantageous circumstances, subject to all the weather conditions that prevail, and often having to meet tremendous downpours which add to the flood situation.

The Red Cross has done heroic work, but its work has not exceeded in heroism or in generosity the work which has been done by the local people in the flooded district. Heroes without number have done as heroic work as Lindbergh did when he crossed the Atlantic. He receives the well-earned plaudits of the world; but thousands and tens of thousands of people have risked their lives in saving the lives of others, negroes and whites alike. The poorest negro child has been rescued with as much avidity as would have been put forth for the rescue of the richest man endangered. Human needs have appealed to these rescue workers. Men and women have given up their own homes that they might be turned into hospitals, or for the housing of those who have been driven by increasing rains from tents.

This appalling situation should strike deep into every human heart. Its horrors cannot be exaggerated. Sickness is inevitable. Thousands will die, unless immediate relief be given by the Federal Government on a scale never before necessary in this country, and rarely ever necessary to such an extent in any other country.

Once more we appeal in the name of humanity, in the name of suffering men, women and children, for the sake of the living and to prevent the death of thousands, to President Coolidge to call an immediate session of Congress in order to appropriate a sufficient amount of money to be thrown into that district either by a Government Commission or through the Red Cross, or other agencies, to do all that is humanly possible to meet this national disaster. Back upon the nation and upon Congress, and all previous Administrations falls the absolute responsibility for every death that occurs from this disaster and for every dollar lost by those whose homes, whose livestock and everything in the way of property except the land itself, has been washed away.

Some Congressmen have opposed a special session because, as they have freely said, they were afraid of political activities if Congress should be assembled. Surely in the light of the awful facts that day by day are being revealed, members of the House and Senate dare not put such an excuse to the front; and if called in session they would dare not, without being traitors to God and humanity, utilize the occasion for the advancement of individual or party political ambitions.

Mr. President, no help adequate to the situation is possible, except through an immediate session of Congress and an appropriation, whether it be \$100,000,000 or \$300,000,000, to be expended for immediate relief. These people ask not for charity. It is an insult to them to offer them charity when they have a right to demand of the Federal Government on every moral ground that relief which the Red Cross cannot give and which all the banks and intermediate credit organizations cannot possibly furnish. For the sake of these 600,000 sufferers living in refugee camps, idle because there is no work, suffering poverty because everything they owned has been swept away, endangered by disease, which indeed might be carried widespread throughout the land, will you not reverse your position, and win for yourself the everlasting gratitude of the country by an immediate session of Congress?



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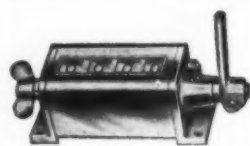
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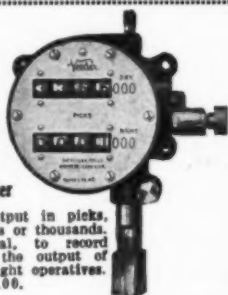
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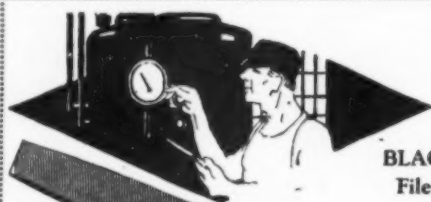
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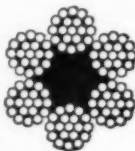
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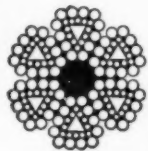
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# Manufacturers Record

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Vol. XCI No. 24 }  
Weekly. }

BALTIMORE, JUNE 16, 1927.

{ Single Copies, 20 Cents.  
{ \$6.50 a Year.

## Straight From the the Heart of Suffering and Should Reach the Heart of America.

Bank of Lafayette and Trust Company.

Lafayette, La., June 7.

*Editor Manufacturers Record:*

You have stood these many years as an optimistic defender of the right. Never before have you had a clearer conception of the needs of the people than you express in demanding a special session of the Congress, so that the citizens of this great country may through their representatives say whether they understand the magnitude of the disaster which has befallen the Mississippi Valley and very properly come to the relief of their brethren in a manner fit to re-establish them. that they may retain their self-respect, their ambition and once more become productive members of the commonwealth.

The Red Cross has done a wonderful part of the work, but not the principal by far. Thousands of valorous Americans went to the rescue, not counting the cost. First it was the foolish raising of the puny levees, inch by inch, from day to day. In this particular section thousands of men from the highlands, trekked to the levees for weeks preceding the arrival of the flood, worked day and night filling sand bags and raising the levee, in the vain hope that the 500-mile length of water, 50 miles wide, might be held to the Mississippi and in the bed of the Atchafalaya, where the passages were in some places a mile wide. And day after day the wall of water spread and finally would burst the levees and then the mad scramble to save lives and property. Again thousands of men and women in this section stayed out days and nights, a steady stream of auto vehicles, hauling out the refugees, unloading them hastily, filling our empty buildings, such as schoolhouses, lodges, barns, warehouses, etc., with benumbed people, sleepy, hungry, wet and sometimes sick. The Red Cross immediately would appear and camps be organized, food and medicine and money costs provided. All deserving of praise and gratitude. Yet our Government, established for the protection and happiness of ourselves, could only lend such aid as its War Department provided and its Public Health body will undertake.

The President should not wilfully prevent an expression, which Congress alone can give, of the sympathy which is universal and is ready to come to the relief of the submerged. It is not flood control which must be agitated now, but flood relief. The first will affect groups that come under

the head of finances; the latter and most important affects the well-being, the morale and the security of human beings.

The most urgent aid is naturally needed by the farming class of our people. They are unorganized and rather crippled by the general depressing conditions in agriculture. In the majority of cases they are indebted already beyond reasonable amounts. To speak of lending them money through Federal Intermediary banks, is inviting them to become slaves and to my mind is insulting and degrading.

The loss of each individual in acreage can be easily and correctly defined by any intelligent man in each community. They should be paid for the losses of their crops, say \$10 per acre; the money deposited in their banks, subject to be spent for rehabilitation only. Later on when the losses may be ascertained fully, everyone should be paid a reasonable part of the loss.

The river is as much an instrument of this Government as any of its organizations and the Government should be responsible for a reasonable part of the loss that it occasioned.

To remain as objects of the Red Cross organization's charity is repellant to a sovereign American citizen. Unfortunately, right now we are classified as "Refugees" in camp—those out of camps, and there are quite as many, escape classification and aid—are looked upon by a great many in authority as I would look upon Chinese coolies and their peculiarities commented upon, and the individual expression of some of the more ignorant taken up and passed as representing the mental attitude of the whole.

It is a great calamity this flood, and will require the best efforts of our hearts and minds for years to come to re-establish social, political and moral conditions, which poor economic conditions always destroy or weaken.

There is no\* precedent for the Government coming to our rescue, it is said. How about lending billions of dollars to foreign nations after the war, so that our commercial relations and prestige would not suffer? How about protecting the lives of our citizens and their property now in China and Nicaragua? There are plenty of precedents. The first and greatest was the Constitution of the United States and as a sovereign citizen, I dare to express my will, without fear. Please use your influence and power to bring about a special session of the Congress NOW. In December sympathy will have died out and hundreds of thousands of our people will be left broken and helpless.

L. L. JUDICE.

\*There are precedents without number, as for a hundred years Congress has been appropriating money for flood, fire and earthquake sufferers.

## LINDBERGH.

AS this is written the factory whistles, the city bells, the automobiles of the whole city of Baltimore are sending forth an almost deafening noise, and what is taking place here is doubtless taking place in every town and city in America.

What does it all mean?

It means that America is today paying tribute to a great hero, a hero who made the first trans-Atlantic voyage in an airplane, risking no other life than his own in the advancement of science. Other men of heroic mold have done daring deeds, worthy of a nation's honor as Lindbergh is being honored today, but this wild burst of enthusiasm throughout America is not simply for Lindbergh the aviator who flew across the Atlantic, but for Lindbergh the superb specimen of young manhood who has endeared himself to the world a thousand times more by his conduct than merely by the trip across the Atlantic.

On every occasion, in Europe and in America, Lindbergh has shown a force of character, a well-balanced, well-poised mind, able to meet any emergency with the utmost good common sense and the utmost courtesy of a gentleman. Back of all this, the impression which he has made upon the people of the world and which today is voicing itself in the plaudits of America, is for the boy or young man who has led a clean life, who has never found it necessary to partake of intoxicating drinks; who under the stress and strain of his nerve-racking trip never found alcoholic stimulant a necessity. Even at a banquet in France when a toast was offered to his mother, he raised the glass, merely touched it to his lips in deference to French sentiment, but without partaking of the wine. In this strength of character, in every word uttered which has crossed the Atlantic, whether meeting peasants or kings, Lindbergh has done honor to American manhood, to the soundness of the teachings of his mother, and has proven to the world that even under such conditions alcoholic stimulants are not a necessity.

His example in every way will prove a tremendous stimulus for right living to millions of boys and young men in this and other lands. Europe and America have been knit together as perhaps never before by the acts and the character of one young man. May Heaven guide him through all the coming years and bless the mother who gave him birth and trained him for this and every other emergency.

### WILL LANCASHIRE COTTON MANUFACTURERS BEAT AMERICAN MANUFACTURERS AT THIS GAME?

OUR Manchester correspondent in one of his letters published in this week's issue outlines advice given to Lancashire spinners about the need of publicity in the Orient and elsewhere in pressing upon the attention of former buyers of Lancashire goods the opportunity of developing trade again. In the paper submitted for the consideration of the Lancashire spinners it is said "A simple slogan such as 'Lancashire fabrics at pre-war value' if broadly advertised would probably arouse potential markets to the realities of the situation."

The MANUFACTURERS RECORD has for many years emphasized the importance of the cotton manufacturers of this country doing some broad advertising or publicity work, pointing out how in this way they would unquestionably increase their trade and bring about more general prosperity. Unless American cotton manufacturers accept the suggestion, they may possibly find the Lancashire people beating them at the game of publicity work.

### COOLIDGE FAVORS CONFERENCE ON MISSISSIPPI FLOOD CONTROL.

THE Flood Control Conference held in Chicago June 2, 3 and 4 did two specific things. It adopted resolutions urging that President Coolidge call a special conference of Army engineers, civilian engineers, business men and economists to discuss all known data on means of controlling the terrible floods of the Father of Waters; and it created a permanent organization of which Mayor William Hale Thompson of Chicago was made chairman, to follow up the resolutions after their presentation and see to it that they were acted upon.

That permanent organization went into action on June 10 when it called upon the President and, through its secretary, read the resolutions to him. In him it found a most sympathetic listener.

"I think the idea for a conference is excellent," the President said. "Several different Government agencies are now investigating the problem from different angles. Their reports will soon be made. When those reports become available it will be in order to call such a conference as you suggest."

The committee left the President's office well pleased with the result of its mission, feeling, as it could not fail to do, that Mr. Coolidge would set in motion a constructive program as soon as he had the engineers' recommendations on which to base it.

### CROP CONDITIONS BELOW 10-YEAR AVERAGE.

THE June 1 crop condition report of the Department of Agriculture shows that winter wheat, spring wheat, oats, barley, alfalfa hay, Irish potatoes, apples, peaches and pears are all below the average for the ten years 1917-1926. Most of the hay crops are generally better than the average for this time of the year.

Excessive rains in the Central States and continued cold has retarded the growth of some seeded crops. Hay crops are in better condition because of the moisture and cool weather. In contrast with this is the dry weather extending from Southern Colorado throughout the Southwest. On the Atlantic coast rainfall has been less than normal, increasingly so from North Carolina southward, with severe drouth in Florida.

This all means that the farm production of the whole country will probably be much below the average and that would almost inevitably mean higher prices and a higher cost of living.

### A LOUISIANA SCHOOL SUPERINTENDENT SETS A GOOD EXAMPLE.

Rapides Parish School Board.

Alexandria, La., June 3.

*Editor Manufacturers Record:*

Please ship to the Rapides Parish School Board, Alexandria, 100 copies of the Blue Book of Southern Progress, invoicing accordingly. These will be used in the schools of Rapides parish (county) next fall.

W. J. AVERY, Superintendent.

The foregoing letter should be of interest to every school superintendent in the entire South. Amid all the flood that has come upon portions of Louisiana, which fortunately Alexandria has so far escaped, this letter from the superintendent of the Rapides parish schools orders 100 copies of the Blue Book of Southern Progress for use in the schools. How many other superintendents of schools and presidents of colleges and universities throughout the South will follow this good example?

## \$600,000,000 Surplus and Not a Dollar of It Advocated by Washington Officials for Flood Sufferers.

SECRETARY MELLON has announced that at the close of the fiscal year there will be a surplus in the Treasury from this year's taxation of \$600,000,000. Some estimate that the figure will be much higher.

An overflowing treasury, with an amount so vast of excess of income over expenses as literally to stagger other nations of the world who are laboring to prevent deficits, and yet there comes not a solitary word from Secretary Mellon, or from any other Washington official, to the effect that some part of this \$600,000,000 surplus should be devoted to the restoration and the rehabilitation of the flooded districts.

We could vote \$20,000,000 for Russian sufferers, and \$100,000,000 for European sufferers in the War, but not a cent from the National Treasury has yet been suggested by any high official of the Government to meet the awful catastrophe for which the Government alone is responsible.

The President calls upon private individuals to contribute to the Red Cross, and the generous hearted people of the country, at least those who realize something of the situation, give and give freely; and yet the amount given is not one-tenth as much as will be absolutely necessary to save thousands of people from death, thousands from invalidism for life, thousands from appalling poverty caused by no act of theirs, but only by the failure of the Federal Government to do its duty to these people in safeguarding that section from overflow.

Washington is full of suggestions about the organization of credit concerns to lend money to these sufferers in order to re-establish them in business. These people, to a large extent, cannot afford to borrow money. They are without collateral, and even the utmost liberality of lending associations or intermediate credit banks could not by any possibility meet this condition. They can help, but cash, not credit, is the fundamental need of the hour.

Neither should these people be objects of charity. They are entitled to relief—full, free and complete—by this Government as the smallest expression by the people as a whole of the sufferings and losses which they have endured through this wholly unnecessary disaster—a disaster against which authorities have for years plead with the Government that it might be made impossible.

Many years ago, when a sudden freeze seriously injured the citrus crop of Florida, Henry M. Flagler, the builder of the Florida East Coast Railway, being away from the State, wired to the vice-president of the road, James E. Ingraham, and asked if the losses had been heavy. Mr. Ingraham wired in reply that the losses had been very serious and that many would be bankrupt. Instantly, a wire flashed back: "Give or lend, as they may prefer, to every man whose crop has been injured, and, if any are discouraged and want to return to their former homes, furnish transportation to them and their families, and draw on me for one million dollars."

Some borrowed, some accepted Mr. Flagler's generosity,

with full appreciation of the fact that so far as he was concerned he was glad to give outright this million dollars. Many, who thought they had lost all, were by this help put on their feet financially and regained all of their former prosperity.

At another time, a frost destroyed the early tomato vines on the line of that road, and instantly Mr. Flagler wired to every concern in the country furnishing tomato vines for planting, bought the entire supply available and furnished them free to the tomato growers in his territory.

Contrast with this spirit of quick and abounding liberality by an individual man, the halting, hesitating or penurious way in which the Federal Government is treating the flood sufferers. Well may Senator Elmer Thomas of Oklahoma in this week's issue raise the question as to whether in this inefficiency our form of government is failing. "Had Mussolini," said Senator Thomas, "condemned as he has been by many, found such a situation in Italy, he would instantly have been on the job of taking care of every need and every demand." Indeed, he suggests that even Soviet Russia would have given the matter more consideration. Senator Thomas appeals to President Coolidge to reverse his decision not to call a special session, and to call it with the distinct assurance from members of Congress that nothing else than this vital thing would be considered, and that that session of Congress would give consideration only to the definite proposals submitted by the President. He believes that under such circumstances Congress would seize the opportunity of adding to its prestige by functioning efficiently and in harmony with the President's express desires.

The MANUFACTURERS RECORD asks for no charity for these people other than the work of the Red Cross, the Nation's organization for meeting emergencies of this kind. While President Coolidge, who is President of the Red Cross, calls upon the country to contribute more to the work of the Red Cross, we sincerely hope that, with the ever increasing information that is coming to him, and the earnest pleading letters from Senators, members of the House and thousands of other people throughout the land, to meet this situation in a way worthy of this great country with its abounding wealth, its \$600,000,000 of surplus for the year, he will call a special session which could vote \$100,000,000 or \$300,000,000 of this surplus, as might be deemed best, to be given outright in order to recoup any loss that has been brought about by the flood disaster. Infinitely better would be this use of a portion of that surplus than even reduction in taxation, or the reduction of our bonded indebtedness.

For these vast material losses, for the suffering of 600,000 or 700,000 people, for the deaths that have occurred and the deaths that will occur as a result of this flood, the country as a whole, through the United States Government, is directly morally responsible, and moral responsibility is greater than legal responsibility. The flood waters from 30 States, covering much more than one-half of the total area of the United

States, through the failure of Congress to act, have been poured upon the flooded district. For more than 50 years, this situation in all of its possibilities for evil has been fully known to the country. Over and over again, members of Congress have themselves pleaded with their fellow members to do something commensurate with this tremendous responsibility. But, the Congress and all previous Administrations have utterly failed to measure up to this responsibility, and now the Government faces this awful catastrophe bearing the moral responsibility for it. Will the Government shirk this responsibility, or postpone action until after thousands have died by reason of its inaction?

We give full credit unhesitatingly to Secretary Hoover for the great work that he has done. But, magnificent as that has been, Mr. Hoover has given to the country in a radio speech, sent broadcast over the land, a more optimistic condition than is justified. Indeed, there is a possibility that some of the business leaders of that section, in a spirit of determination and boundless energy to rebuild rapidly as possible, may send out more optimistic statements than can be justified. These people who have suffered will return to their work with a dauntless energy; but, without the Nation's direct help of one or more hundreds of millions of dollars, all the credit schemes, all the plans for lending money, will prove unavailing to tens of thousands of sufferers.

We know full well that in a spirit of enthusiasm the flooded section will display a rebuilding and reconstruction spirit never surpassed in this country, and that the word will go forth from many parts of that region that it has "come back," and to such an extent will this be done that Congress and the people of the country at large may within a few months be made to think that perhaps no governmental contribution is really needed. But, thousands will in the meantime die from exposure and the sufferings entailed by their sad experience.

While President Coolidge as President of the Red Cross is appealing for larger contributions to the work of that great organization, what a superb thing it would be if he would announce his determination for an immediate appropriation by an immediate session of Congress of \$100,000,000 or more as a contribution to the work of the Red Cross itself, that it through its established agencies might bring succor and health and financial help to those who without such work will pass on into permanent invalidism, or into death itself. Children will die for lack of succor; parents will die for the same reason and because of the agony in seeing their children pass away without necessary help to save them; and all this might be avoided by adequate action on the part of the Federal Government.

Will the Nation awake to its responsibility?

If so, it must press this matter upon the Administration and let the "voice of the people" be heard.

#### A RAILROAD MANAGER'S VIEW.

CHARLES S. FAY, traffic manager of the Southern Pacific Lines in Texas and Louisiana, writes:

"It is hardly necessary for me to say that I consider the MANUFACTURERS RECORD one of the greatest journals in the country and the South would be in a bad way without it."

#### STRIKING GAIN IN VOLUME OF COUNTRY'S FOREIGN TRADE IN 1926—SOUTHERN PORTS MADE NEARLY 75 PER CENT OF THE INCREASE.

NOTABLE increase was made in the volume of foreign trade of the United States in 1926 compared with 1925, exports alone showing a cargo tonnage increase of more than 36 per cent. Preliminary figures issued by the United States Shipping Board indicate that the aggregate volume of the foreign trade amounted to 111,426,668 cargo tons for the calendar year ending December, 1926, as compared with 92,766,332 tons for 1925. This is a gain of 18,660,336 tons, or over 21 per cent, 18,040,000 tons of this amount represented the increased volume of exports during that period. Imports increased by 619,810 tons. Exports for 1926 aggregated 67,733,656 cargo tons, an increase of 36 per cent, while imports amounted to 43,693,012 tons, or a gain of a little more than 1 per cent.

In a study of these figures the South's commanding position in the country's foreign trade is strikingly shown. Southern ports handled a larger volume of the country's foreign trade than any other section of the country. The aggregate ocean-borne commerce of the South in 1926 was 48,745,210 cargo tons, nearly 44 per cent of the country's total. It will be seen from the accompanying table of foreign commerce by States and geographic divisions that the aggregate foreign trade through Southern ports is larger than that of the Middle Atlantic States and more than three times that of the Pacific Coast.

#### FOREIGN COMMERCE UNITED STATES, BY STATES AND GEOGRAPHIC DIVISIONS.

| State and Geographic Division | Imports, tons |            | Rank  | Exports, tons |            | Rank  |
|-------------------------------|---------------|------------|-------|---------------|------------|-------|
|                               | 1925          | 1926       |       | 1925          | 1926       |       |
| Maine .....                   | 548,220       | 688,785    | 12    | 241,669       | 243,937    | 22    |
| New Hamp...                   | 22,044        | 22,044     | 27    | .....         | .....      | ..... |
| Massachusetts                 | 2,563,689     | 2,684,349  | 5     | 350,143       | 326,837    | 18    |
| Rhode Island                  | 695,292       | 459,447    | 15    | 559           | 512        | 26    |
| Connecticut..                 | 45,785        | 79,881     | 24    | 2,227         | 3          | 27    |
| New England States .....      | 3,852,986     | 3,934,506  | 3     | 594,598       | 571,289    | 5     |
| New York ...                  | 15,691,203    | 15,584,288 | 1     | 13,446,957    | 12,242,446 | 1     |
| New Jersey ..                 | 956,338       | 1,539,468  | 8     | 91,086        | 402,892    | 17    |
| Pennsylvania.                 | 3,500,000     | 3,371,253  | 4     | 2,567,836     | 3,552,736  | 8     |
| Delaware ...                  | 234,470       | 215,678    | 19    | 552           | 569        | 25    |
| Middle Atlantic States .....  | 20,382,011    | 20,710,687 | 1     | 16,106,431    | 16,198,643 | 2     |
| Maryland ...                  | 3,938,947     | 4,472,784  | 3     | 1,753,722     | 7,089,674  | 3     |
| Dist. of Col.                 | .....         | 900        | 28    | .....         | .....      | ..... |
| Virginia ...                  | 665,583       | 617,706    | 13    | 4,260,385     | 11,470,802 | 2     |
| No. Carolina.                 | 203,720       | 196,285    | 20    | 19,917        | 22,699     | 23    |
| So. Carolina.                 | 653,651       | 742,773    | 11    | 386,760       | 681,851    | 13    |
| Georgia .....                 | 593,435       | 562,963    | 14    | 385,448       | 438,214    | 16    |
| Florida .....                 | 1,430,421     | 1,583,950  | 7     | 1,601,553     | 1,322,953  | 10    |
| Alabama .....                 | 341,681       | 433,704    | 17    | 766,754       | 572,450    | 14    |
| Mississippi...                | 42,910        | 48,522     | 25    | 342,101       | 285,044    | 21    |
| Louisiana ...                 | 5,136,346     | 5,064,140  | 2     | 4,955,349     | 4,859,341  | 6     |
| Texas .....                   | 2,263,436     | 1,660,874  | 6     | 5,035,968     | 6,617,581  | 5     |
| South. States                 | 15,270,130    | 15,384,601 | 2     | 19,507,957    | 33,360,609 | 1     |
| California ...                | 1,383,664     | 1,481,968  | 9     | 5,395,705     | 6,959,865  | 4     |
| Oregon .....                  | 132,714       | 126,247    | 22    | 1,047,796     | 1,909,297  | 11    |
| Washington .                  | 1,025,790     | 1,084,919  | 10    | 1,882,161     | 2,515,402  | 9     |
| Pacific States                | 2,542,168     | 2,693,134  | 4     | 8,325,662     | 11,384,564 | 3     |
| Ohio .....                    | 638,736       | 458,774    | 16    | 3,611,897     | 4,225,154  | 7     |
| Indiana .....                 | 2,400         | .....      | ..... | 9,082         | 15,550     | 24    |
| Illinois .....                | 62,601        | 79,891     | 23    | 199,125       | 321,227    | 19    |
| Wisconsin ...                 | 183,378       | 132,126    | 21    | 654,913       | 820,180    | 12    |
| Minnesota ...                 | 47,573        | 45,768     | 26    | 337,792       | 308,137    | 20    |
| Michigan ....                 | 91,219        | 253,525    | 18    | 345,673       | 528,303    | 15    |
| Middle West'n States .....    | 1,025,907     | 970,084    | 5     | 5,158,482     | 6,218,551  | 4     |
| Total U. S. ...               | 43,073,202    | 43,693,012 | ..    | 49,693,130    | 67,733,656 | ..    |

Exports through Southern ports in 1926 amounted to 33,360,609 tons, an increase of 13,852,652 tons, or a phenomenal gain of 71 per cent as compared with 1925. The increase alone through Southern ports in 1926 represented nearly

three-quarters of the gain in export tonnage through all the seaports of the United States that year.

Of all the geographic divisions of the country, the Southern States ranked first in export tonnage and second in imports. Southern ports are now exporting more than double the tonnage of the Middle Atlantic States and about three times that of the Pacific Coast. New York ranks first of all the States in foreign shipments of merchandise, but the tonnage shipped abroad through Virginia is a close second, being, respectively, 12,242,446 tons and 11,470,802 tons. Maryland ranks third of all the States in exports, with a tonnage of 7,089,674. Exports through Maryland were nearly five times its 1925 shipments, while Virginia's export tonnage more than doubled during that year. On the other hand, export shipment via New York ports declined by 1,204,000 tons; there was also a small decline in imports through New York State.

FOREIGN COMMERCE OF UNITED STATES PORTS HANDLING  
CARGO TONNAGE OF 100,000 LONG TONS AND  
OVER, CALENDAR YEAR 1926.

| Port                         | Imports<br>1926 |            | Exports<br>1926 |            | Total commerce<br>1926 |      |
|------------------------------|-----------------|------------|-----------------|------------|------------------------|------|
|                              | Rank            | Tonnage    | Rank            | Tonnage    | Tonnage                | Rank |
| New York, N. Y. . . . .      | 1               | 11,577,813 | 1               | 10,549,687 | 22,127,500             | 1    |
| Baltimore, Md. . . . .       | 3               | 4,472,784  | 2               | 7,089,674  | 11,562,458             | 2    |
| New Orleans, La. . . . .     | 2               | 4,877,059  | 6               | 3,785,112  | 8,662,171              | 3    |
| Norfolk, Va. . . . .         | 15              | 494,323    | 3               | 7,043,516  | 7,537,839              | 4    |
| Philadelphia, Pa. . . . .    | 5               | 2,943,576  | 7               | 3,335,814  | 6,279,390              | 5    |
| Los Angeles, Cal. . . . .    | 17              | 451,832    | 4               | 4,435,046  | 4,886,878              | 6    |
| Newport News, Va. . . . .    | 40              | 123,383    | 5               | 4,426,546  | 4,549,929              | 7    |
| Buffalo, N. Y. . . . .       | 4               | 3,516,543  | 18              | 742,755    | 4,259,298              | 8    |
| San Francisco, Cal. . . . .  | 7               | 1,015,927  | 9               | 2,097,250  | 3,113,177              | 9    |
| Boston, Mass. . . . .        | 6               | 2,514,897  | 33              | 298,105    | 2,813,002              | 10   |
| Galveston, Texas . . . . .   | 9               | 723,398    | 10              | 1,936,277  | 2,659,675              | 11   |
| Houston, Texas . . . . .     | 22              | 364,534    | 8               | 2,183,698  | 2,548,232              | 12   |
| Toledo, Ohio . . . . .       | 59              | 26,048     | 11              | 1,721,376  | 1,747,424              | 13   |
| Portland, Ore. . . . .       | 43              | 112,585    | 12              | 1,527,470  | 1,640,055              | 14   |
| Charleston, S. C. . . . .    | 8               | 742,773    | 20              | 681,851    | 1,424,624              | 15   |
| Port Arthur Texas. . . . .   | 24              | 219,889    | 14              | 1,058,691  | 1,278,580              | 16   |
| Sandusky, Ohio. . . . .      | 41              | 115,090    | 13              | 1,111,954  | 1,227,044              | 17   |
| Seattle, Wash. . . . .       | 21              | 403,347    | 17              | 786,012    | 1,189,359              | 18   |
| Baton Rouge, La. . . . .     | 31              | 168,465    | 15              | 963,337    | 1,131,802              | 19   |
| Mobile, Ala. . . . .         | 19              | 433,704    | 23              | 572,450    | 1,006,154              | 20   |
| Beaumont, Texas . . . . .    | 96              | 2,084      | 16              | 945,992    | 948,076                | 21   |
| Tampa, Fla. . . . .          | 20              | 415,608    | 25              | 492,492    | 908,100                | 22   |
| Savannah, Ga. . . . .        | 13              | 511,344    | 28              | 387,007    | 898,351                | 23   |
| Portland, Me. . . . .        | 11              | 644,707    | 37              | 243,882    | 888,589                | 24   |
| Tacoma, Wash. . . . .        | 23              | 359,470    | 24              | 528,092    | 887,562                | 25   |
| Bayonne, N. J. . . . .       | 12              | 555,291    | 31              | 310,138    | 865,429                | 26   |
| Perth Amboy, N. J. . . . .   | 10              | 686,111    | 66              | 44,776     | 730,887                | 27   |
| Key West, Fla. . . . .       | 18              | 445,256    | 36              | 252,048    | 697,304                | 28   |
| Gray's Harbor, Wash. . . . . | 94              | 2,586      | 19              | 689,072    | 691,658                | 29   |
| Rochester, N. Y. . . . .     | 45              | 99,969     | 22              | 591,480    | 691,449                | 30   |
| Superior, Wis. . . . .       | 78              | 6,874      | 21              | 664,307    | 671,181                | 31   |
| Jacksonville, Fla. . . . .   | 14              | 509,175    | 56              | 86,334     | 595,509                | 32   |
| Fairport, Ohio . . . . .     | 29              | 180,634    | 27              | 387,340    | 567,974                | 33   |
| Ashtabula, Ohio . . . . .    | 16              | 458,947    | 26              | 466,391    | 466,391                | 34   |
| Providence, R. I. . . . .    | 49              | 79,891     | 141             | 512        | 459,459                | 35   |
| Chicago, Ill. . . . .        | 49              | 332        | 30              | 321,227    | 401,118                | 36   |
| Port San Luis, Cal. . . . .  | 115             | 45,708     | 29              | 358,029    | 358,361                | 37   |
| Duluth, Minn. . . . .        | 55              | 45,768     | 32              | 308,137    | 353,905                | 38   |
| Freeport, Texas . . . . .    | 26              | 217,182    | 45              | 132,482    | 349,664                | 39   |
| Texas City, Texas. . . . .   | 39              | 129,069    | 41              | 198,608    | 327,677                | 40   |
| Pensacola, Fla. . . . .      | 47              | 95,440     | 39              | 229,377    | 324,817                | 41   |
| Erie, Pa. . . . .            | 27              | 208,368    | 49              | 113,660    | 322,028                | 42   |
| Gulfport, Miss. . . . .      | 54              | 48,522     | 35              | 272,023    | 320,545                | 43   |
| Cleveland, Ohio . . . . .    | 38              | 131,001    | 42              | 187,226    | 318,227                | 44   |
| Escambia, Mich. . . . .      | 104             | 1,360      | 34              | 292,406    | 293,766                | 45   |
| Lorain, Ohio . . . . .       | 82              | 6,000      | 38              | 233,836    | 239,836                | 46   |
| Chester, Pa. . . . .         | 25              | 219,309    | 96              | 8,004      | 227,313                | 47   |
| Ashland, Wis. . . . .        | 46              | 98,349     | 46              | 124,287    | 222,636                | 48   |
| Wilmington, N. C. . . . .    | 28              | 196,285    | 77              | 22,699     | 218,984                | 49   |
| Sodus Point, N. Y. . . . .   | ...             | ...        | 40              | 202,029    | 202,029                | 50   |
| Ogdensburg, N. Y. . . . .    | 30              | 172,071    | 121             | 2,194      | 174,265                | 51   |
| Port Angeles, Wash. . . . .  | 35              | 142,618    | 81              | 19,471     | 162,089                | 52   |
| Detroit Mich. . . . .        | 34              | 146,414    | 85              | 13,116     | 159,530                | 53   |
| Marquette, Mich. . . . .     | ...             | ...        | 43              | 158,299    | 158,299                | 54   |
| Claremont, Del. . . . .      | 32              | 157,038    | ...             | ...        | 157,038                | 55   |
| Newark, N. J. . . . .        | 33              | 152,911    | 126             | 1,760      | 154,671                | 56   |
| Everett, Wash. . . . .       | 74              | 9,723      | 44              | 144,868    | 154,591                | 57   |
| Carteret, N. J. . . . .      | 36              | 137,446    | 89              | 10,478     | 147,924                | 58   |
| Anacortes, Wash. . . . .     | 48              | 88,496     | 64              | 51,421     | 139,917                | 59   |
| Waddington, N. Y. . . . .    | 37              | 137,000    | ...             | ...        | 137,000                | 60   |
| Astoria, Ore. . . . .        | 75              | 8,693      | 47              | 120,814    | 129,507                | 61   |
| Fall River, Mass. . . . .    | 44              | 105,172    | 79              | 21,850     | 127,022                | 62   |
| Miami, Fla. . . . .          | 42              | 114,863    | 92              | 9,954      | 124,817                | 63   |
| Bellingham, Wash. . . . .    | 50              | 65,585     | 61              | 52,907     | 118,492                | 64   |
| Conneaut, Ohio . . . . .     | ...             | ...        | 48              | 117,031    | 117,031                | 65   |
| Fernandina, Fla. . . . .     | ...             | ...        | 50              | 110,326    | 110,326                | 66   |
| Boca Grande, Fla. . . . .    | 99              | 1,808      | 51              | 102,014    | 103,822                | 67   |
| Brunswick, Ga. . . . .       | 53              | 51,619     | 65              | 51,207     | 102,826                | 68   |
| Cocos Bay, Ore. . . . .      | 95              | 2,169      | 52              | 98,349     | 100,518                | 69   |
| Oswego, N. Y. . . . .        | 93              | 2,723      | 54              | 93,184     | 95,907                 | 70   |
| Marcus Hook, Pa. . . . .     | ...             | ...        | 53              | 95,258     | 95,258                 | 71   |
| Sabine, Texas . . . . .      | ...             | ...        | 55              | 91,092     | 91,092                 | 72   |

Of the individual ports of the country, New York city in 1926 handled a cargo tonnage of 22,127,500, ranking this port first in foreign trade of all the seaports of the United States. The next port to New York in 1926 was Baltimore, with a total foreign commerce of 11,562,458 tons. In third place was

New Orleans with 8,662,171 tons and Norfolk was fourth with 7,537,839 tons. The port of New York ranked first in imports and exports in 1926; Baltimore ranked second in exports and third in imports; New Orleans second in imports and sixth in exports, while Norfolk ranked fifteenth in imports and third in exports. The accompanying table compiled by the Division of Statistics, Bureau of Research, United States Shipping Board, gives the preliminary figures of the volume of exports and imports through the individual ports of the United States.

## NO CRITICISM OF NEW ENGLAND.

A READER of the MANUFACTURERS RECORD, a native of New England but now living in Florida, has thoroughly misinterpreted the brief editorial in the MANUFACTURERS RECORD of May 26 in which it was suggested that there were some New Englanders who have a strong philanthropic spirit as to the negroes of the South at a distance. It was suggested that now is an especially good time for them to display their philanthropy by liberal contributions to help the tens of thousands of negroes among the sufferers from the overflow, to get back on their feet.

As this reader has misinterpreted this as a reflection upon New England as a whole, perhaps somebody else may have done the same thing. It is needless to say that the MANUFACTURERS RECORD would not under any condition offer a general criticism of the people of New England. Indeed, this editorial was no criticism against New England. It mentioned merely that there are some people there who ever since abolition days have had strong sentimental regard for the negro and a desire to better him. We have said that this philanthropy was a long distance philanthropy simply for the reason that it is a well known fact that these very people would not like to see a heavy migration of negroes from the South to New England.

The MANUFACTURERS RECORD has too often expressed its enthusiasm for the wonderful work of New England for any one to misjudge its views in that respect. They have been a marvelous people. With but few natural resources they have built up a truly great civilization. Through the development of their own industries and through the expenditure of their capital in developing the West in former years, and now turning heavily to the South, they have created vast wealth for themselves which finds expression in magnificent educational opportunities, great colleges and universities, great art galleries, and many other things which make for human advancement. From the time many years ago when the cotton mill people of New England first began to consider moving to the South, the MANUFACTURERS RECORD has insisted that in the long run this would not seriously hurt New England, but would only cause such factories as could not meet Southern competition to move South, and by that very act would stimulate New England people into a broader diversification of their industries, creating a new and larger industry for every one that moves away, and turning to the more varied industrial interests out of which much of their wealth has been created.

## THE RAPIDITY OF AIR MAIL SERVICE.

ROBERT W. JACOBS of San Angelo, Texas, at 4 A. M. June 6 voluntarily sent by air mail to the MANUFACTURERS RECORD an item of news about an \$800,000 bond issue which had been voted. The letter containing the information reached the MANUFACTURERS RECORD about midday on June 8, a saving of from two to three days in time. Texas people believe in doing things with vigor and energy.

### GO THOU AND DO LIKEWISE.

**T**O many graduates of Southern educational institutions might be commended a letter written to Brigadier General Cooke, superintendent of the Virginia Military Institute at Lexington, Va., by Walter A. Richards, City Manager of Daytona Beach, Fla. Mr. Richards has kindly sent to the MANUFACTURERS RECORD a copy of his letter which follows:

"I am a member of the class of 1913 and, of course, the Institute holds a big place in my heart and mind. Since graduation I have spent my entire time, except during the war, in the South. My work has carried me over most of the Southeastern States, and I have been more and more impressed with the possibilities for young men.

"I know that many of the graduates are casting about in an effort to decide what they shall do and where they shall locate.

"I am sending you under separate cover five copies of the 'Blue Book of Southern Progress,' which might help some of these boys make their decisions. I would appreciate it if you will arrange to have them placed where they will be available to the senior class before graduation."

We wish it were possible to put into the hands of every college and university graduate in the South a copy of the Blue Book of Southern Progress in order that these young men might have the help which the facts and figures given would afford them in reaching a decision as to where to find their life work, tempted as many of them are to go to the North and West because they do not understand the South and its future. They live in a section of unequalled opportunity because it has unequalled resources for development.

In his letter to this paper, enclosing with it his letter to General Cooke, Mr. Richards writes:

"I have just finished reading your 1927 edition of the 'Blue Book of Southern Progress.' It is the most perfect perspective of the South and its possibilities that I have ever read. It is inspirational in that it clearly pictures the future development which must come, and at the same time it is not visionary, because every fact is supported by figures.

"Your feet are firmly placed on the ground of past accomplishments, but your eyes are lifted upward to what can, and will be done, as the South comes into its own."

And Mr. Richards also sends us a copy of a letter to the secretary of the Chamber of Commerce of Daytona Beach, in the course of which he says:

"I have just finished reading the 'Blue Book of Southern Progress' for 1927. This edition should be a source of great pride to the MANUFACTURERS RECORD and to Daytona Beach. Our city has been given an outstanding position in the foremost industrial publication of the year. I wish to congratulate you for your part in this splendid publicity and urge that we secure the greatest possible distribution of his book."

### A SANE VIEW FROM NEW YORK.

**T**HE New York Journal of Commerce takes the ground that the United States owes a certain duty to the flooded regions, because of its acceptance for generations past of certain duties in connection with the restraint of the waters of the Mississippi. In discussing this phase of the question in connection with the proposed organization of various credit associations, the Journal of Commerce says:

"If it cannot fulfill these obligations without calling Congress into session some kind of an armistice should be concluded between the contending political factions which want to discuss the question how much money was spent in Pennsylvania elections, and then Congress should be summoned into session and asked to do what is needed.

"There would be no use in the President's summoning a session of the kind without assuring himself that it would get down to real work, but so far as the public knows neither he nor his opponents have proposed any basis of reconciliation. If such a reconciliation and special session be out of the question the people in the flooded regions will have to depend on such direct assistance as they can get from charit-

ably disposed individuals. As for loan funds, they can get them in abundance at their own banks, and these banks can rediscount at Federal Reserve banks and at intermediate credit banks—always provided that they have the necessary paper, and, of course, without that they can get no aid from newly organized banks.

"What is not needed at the present time is imitation relief afforded in the form of new banking corporations. If there are those who are willing to buy stock in these corporations they would do much better to give their money for the direct aid of those who need it. It is not likely that much can be done in this way that will not be done by existing institutions."

The position of that paper on this point is correct in that it is not so much credit that is needed to help the flood sufferers, but a direct contribution to this work by the Government itself. And yet this cannot be given except through a special session, and that not in October but *Now*.

### A GREAT NEWSPAPER PROPERTY.

**H**ON. LUKE LEA of the Nashville Tennessean in a letter to the MANUFACTURERS RECORD in regard to the recent purchase by him and his associates of the Commercial Appeal of Memphis writes:

"Replying to your letter of May 20, it is true that associated with Rogers Caldwell of this city, I have purchased the Memphis Commercial Appeal and on May 16 became the publisher of it. It is my purpose to make every improvement necessary in this paper, to maintain its primacy among the journals of the South.

"The Commercial Appeal, in my judgment, is the greatest daily newspaper in the South, and you may be assured that it will be the aim of the new owners to keep it in that enviable place. It serves a great and growing empire, and we hope to make it at all times worthy of its magnificent constituency."

The Commercial Appeal is, indeed, a great newspaper property. It has a tremendous influence through a large part of the South, and in the hands of the new owners we feel quite sure that the high standard which it has maintained through the past will be still further advanced, making that paper one of the most powerful influences in the newspaper world of America.

### PROPOSED REDUCTION OF TAX ON CORPORATIONS.

**T**HE United States Chamber of Commerce has done wisely in presenting through a committee which has long been studying the matter, the necessity of a reduction of income taxation on corporations from 13½ per cent to 10 per cent. The business of this country is largely conducted by corporations. They have been unduly taxed and the burden on many of them has been exorbitantly heavy. This burden falls not only upon the corporation itself, but on every stockholder of these corporations. The action of the United States Chamber of Commerce in putting forth its strong statement on this point should command universal attention.

### FLORIDA ADOPTS FORESTRY LEGISLATION.

**L**M. DRAKE, director of the Florida Forestry Association, wires the MANUFACTURERS RECORD that the State Senate has just passed a bill creating a department of forestry. Thus ends the first stage of a long and bitter fight between the forces of progress and those of retrogression. Florida still has pine forests, if they are properly managed, ample to support large lumber and pulpwood industries indefinitely, and it now appears likely that they will be so managed, for the new policy will doubtless gain strength as time passes, and eventually crush opposition.

## A LEADING NEW YORK BANKER CALLS UPON BUSINESS AND POLITICAL LEADERS SO TO ACT AS TO KEEP AMERICAN CAPITAL AT HOME.

IN the course of his address before the convention of the National Electric Light Association in Atlantic City on June 9 Charles E. Mitchell, of New York, president of the National City Bank and of the National City Company took for his text "The Capital Market," and he made exceedingly interesting observations concerning the investment of American money in Europe. For instance he said:

"The excessive competition of American bankers today for loans abroad is to be deplored, but in reality our American investor is in complete control of the situation. If he shows a disposition to buy indiscriminately, then there will be bankers in number, who, to obtain his trade, will likewise buy indiscriminately and compete with one another to so buy even though it means the relinquishment of essential standards of soundness, the value of which they should well know. If with care in the selection of those upon whom he relies for investment information and advice, the investor uses his best judgment in measuring foreign credits, then the dangers in excessive competition of bankers in the purchase of foreign loans will naturally disappear.

"With regard to the suggestion that our foreign loans should be restricted to those for productive purposes only, all will agree in principle. In practice, however, it is almost meaningless in the case of government borrowing. Every government, whether national, state or municipal (ours included) is constantly making non-productive expenditures and political expediency demands it. The direct uses of the money we lend may be controlled but the indirect cannot be. We may lend for instance to construct a railroad but the effect may be to release a like amount of funds for the building of a battleship. \* \* \*

"Due principally to the great flow of gold imports, investment funds have been accumulating in this country more rapidly than domestic industry would absorb them. So long as this condition exists they will flow where capital is scarce and where it will earn a satisfactory return. They will not be idle. They go abroad regardless of the banker who could not possibly keep them at home, so long as the domestic supply of investments is out of balance with the supply of funds.

"The fault then, if there be such, is not with the banker but rather with America's business and political leaders who under existing circumstances should be thinking constructively and in bigger terms than ever before in our history as to how this American capital can be induced to stay at home by opportunity to earn and at the same time to serve.

"The public utility industry, and especially the power and lighting companies, have been in the lead in this movement with a vision, intelligence and courage which has stimulated the confidence of the investor, and the movement continues at an undiminished pace. \* \* \* It is in the railroad field however, that it seems to me lie at the moment the greatest opportunities for the use of American excess investment funds. To be sure, the United States has never possessed better and more efficient transportation than it has today. \* \* \* But granted that the roads are giving efficient service to the commerce of today, the question seems opportune as to whether their plans provide adequately for the demands that, with the inevitable growth of the country, will be upon them five or ten years hence. We should and must have the most modern, efficient and flexible transportation plant in the world and it is not in sight. Yet never in our history has there been a more favorable period for rapid progress toward that goal. By and large, railroad credit is excellent, railroad securities are popular and in increasing demand—the capital supply is abundant.

"The roads should take advantage of this conjunction. Let us see what they have done. In the last five year period, while the public utilities sold over \$7,000,000,000 of securities with nearly 30 per cent in stock, and the industrials close to \$10,000,000,000, with 26 per cent in stock, the railroads issued only \$3,000,000,000 of securities of which only 5½ per

cent was stock. \* \* \* Now I think you will agree that the time to obtain investment funds is when there is an excess of such funds. The greatest railroad man America has produced followed the principle of obtaining money for properties under his control when money was readily obtainable and sometimes long before he had determined precisely when and how it was to be spent. This, regrettably, seems for the moment impossible, since the Interstate Commerce Commission insists that before it will approve an issue of securities the carrier must show in fullest detail exactly how the money is to be used. The roads should be permitted to obtain their equity capital when conditions are propitious, and a restrictive course is a mistake in policy."

Concerning how the railroads could advantageously employ additional capital Mr. Mitchell pointed to the need of more automatic signals, of improved and enlarged terminals, of modernizing rolling stock, etc. As to the necessity of larger and more efficient freight terminals he cited the city of New York where he said: "The conditions are deplorable. With as many as 500 cars of perishable food arriving a day in certain seasons, I understand that at times as many as 150 a day are unable to reach the consumers' market. The Port of New York Authority are planning for some inland freight stations in Manhattan Island to cost \$65,000,000 from which a saving is estimated to shippers and receivers of \$12,000,000 annually and to railroads of \$4,000,000 annually. The indictment of present facilities is obvious."

These are some of the ways in which American money can be employed and kept at home as Mr. Mitchell points out, but it will seek investment here only after there is shown more vision upon the part of our public service companies, our railroads and our industries working together with a more liberal attitude on the part of regulatory bodies such as the Interstate Commerce Commission, which as the MANUFACTURERS RECORD pointed out years ago when the Interstate Commerce Act became law, might be expected to give cause for regret because of its restrictive character. Only with a friendly attitude upon the part of those appointed to regulate them can our railroads adequately meet the conditions which the growth of our country and its business will bring about, imposing demands for greatly increased transportation facilities.

## FEEDING 43,000 IN ONE COUNTY TYPICAL OF SITUATION THROUGHOUT FLOODED DISTRICT.

A RECENT statement in the Southern Churchman, and republished in the MANUFACTURERS RECORD, by Rev. Philip Davidson, Rector of St. James Church, Greenville, Miss., to the effect that 50,000 people had been beggared in that section by the flood was criticised by a correspondent of the MANUFACTURERS RECORD who thought the figures were too high. In reply to an inquiry on the subject, Dr. Davidson wires as follows:

"Verifying my estimate in flood appeal, I quote William Harris, county director, American Red Cross, in statement made June 3, six weeks after the levee broke, many people having left the county, 'the Red Cross is now rationing or mass feeding 43,000 out of the population of Washington county. Only 15,000 acres out of 190,000 tillable now planted, the remainder still inundated. A second rise threatens flooding of all lands again. Greenville is still partially submerged, entirely cut off from rail and highway, with 90 per cent of its population without adequate support.'"

Here is an appalling situation. No comment is needed upon a statement so complete as to the fearful situation which the people of that community face. And yet Greenville is only one part of a vast area of many thousands of square miles which are still under water and which will be for weeks to come, and still no special session of Congress is being called to appropriate no less than \$100,000,000 and perhaps three times that amount to meet this condition.

### TOWNS WHICH GAVE TO RED CROSS MORE THAN QUOTA ASKED.

**W**. H. FOSTER, secretary of the Rome Chamber of Commerce, advises the MANUFACTURERS RECORD that the quota asked by the Red Cross of Rome, Ga., was \$1500, and that up to June 4, the time of his letter, the amount raised through the local Red Cross was \$3390.25.

The Chamber of Commerce of Mobile advises that the original quota for that city was \$10,000, afterwards doubled to \$20,000. The original quota, was, however, subscribed very quickly, and the complete subscription amounted to something over \$23,000, which was also raised very promptly.

E. A. Lockett, chairman of the Winston-Salem (N. C.) Red Cross chapter, writes:

"Winston-Salem Chapter's Mississippi Flood Relief was fixed at \$12,000 by national headquarters. Thus far the chapter has collected and forwarded the sum of \$27,113.19, or more than double the quota. In addition the chapter has forwarded 300 pairs of new blankets, a gift from the Chatham Manufacturing Company, and a large quantity of clothing. The R. J. Reynolds Tobacco Company was the largest contributor to the fund with a check for \$10,000."

William R. Gonzalez, chairman of Red Cross Chapter of Pensacola, writes:

"The national headquarters of the Red Cross named \$4000 as Pensacola's quota for the Mississippi flood sufferers, a few days later raising the quota to \$8000. It was not necessary to put on a drive—the chapter wrote a few letters and put a card in the Pensacola Journal and News requesting donations. In a short time these voluntary contributions exceeded our quota over 20 per cent."

Karl Lehmann, secretary of the Orange County Chamber of Commerce, Orlando, Fla., writes:

"The Red Cross quota for Orlando and Orange county was \$3000 and to date we have sent \$9600. We will surely pass the ten thousand mark."

T. R. Waring, editor of the Evening Post, Charleston, S. C., writes:

"Charleston's quota for the Mississippi flood sufferers was put at \$11,000. Already \$11,486 has been subscribed and small amounts are still coming in."

Stanley C. Draper, assistant manager, Chamber of Commerce, Oklahoma City, writes:

"Oklahoma City's quota was \$10,000. Oklahoma City took two days to throw together an organization of 1000 workers and in eight hours raised \$33,000 in cash. Since then several additional thousand dollars have been donated to them."

There are many other towns in the South which have largely exceeded their quota, but thus far they have failed to accept the invitation of the MANUFACTURERS RECORD to make that fact known. Is it because the publicity agents or the secretaries of these commercial organizations are too busy with other things to find time to tell the world in brief what their communities have done in the Red Cross campaign?

### "WILL REBUILD ARKANSAS."

**S**TANLEY ANDREWS, editor, Daily News of El Dorado, Ark., writing to the MANUFACTURERS RECORD of the conditions in the flood district says:

"While people—many of them—have lost all they had except the clothes on their back, they did not lose their fighting spirit and that is the thing that will rebuild Arkansas."

The fighting spirit is the thing which will rebuild the entire flooded district; the spirit that does not know how to say die.

### A CO-OPERATIVE CLEARING HOUSE FORECAST FOR FLORIDA CITRUS INDUSTRY.

**A** GROUP of some thirty Florida citrus shippers, bankers and business men, including Nathan Mayo, Commissioner of Agriculture, and L. M. Rhodes, Commissioner of Marketing, visited Secretary of Agriculture Jardine in Washington on June 13 in order to talk over with him the problems of the industry and secure, if possible, his help in co-operative marketing for the good of growers and shippers alike. Secretary Jardine promised his callers the fullest co-operation of his department, but he pointed out the fact that it cannot co-operate with unorganized hundreds of individuals, each for himself. It can only co-operate with a compact unit in which every member is working for the good of the whole.

The Secretary then pointed out the principal needs of the Florida citrus industry and the objectives for which a co-operative organization must strive. Briefly they are:

- (1) A wider market; through
  - (a) Advertising.
  - (b) Research for methods of preservation, etc.
- (2) Standardization of grades and concentration on only the best.
- (3) Business-like methods throughout, including mass production and mass marketing.

These objectives, he said, can be reached only by the co-operation of growers, shippers, bankers and railroads, and he outlined the sort of co-operative organization which is proving successful among the interests producing, financing and distributing California grapes.

Such an organization he called a "clearing house." It is built around a nucleus of shippers, and under the Capper-Volstead Act it must represent in its membership not less than 50 per cent of the whole production. It routes all shipments to the markets offering the best prices, thereby preventing loss to shippers and insuring the best possible price to the growers. But the shippers cannot voluntarily organize themselves into such a unit; they may legally do so only upon request of a group of growers who pledge to sell their products only to the members of the clearing house. The initiative, therefore, must come nominally from the producers.

The Secretary exhibited figures showing the violent fluctuations of prices in the industry. He told his callers that California fruit growers are securing a greater degree of co-operation from the department than are those of Florida, for the reason that they have organized, have demanded co-operation and have shown that they are able and ready to make use of co-operation. He assured the men from Florida that his department is ready at all times to do as much for them whenever they can show him an organization with which it can deal.

The MANUFACTURERS RECORD has long urged, not only upon Florida but upon all Southern States the insistent need for thoroughgoing agricultural co-operation for production and marketing. It does not agree with those critics who say that Southern men are temperamentally incapable of trusting each other, and of working harmoniously together for the common good. The MANUFACTURERS RECORD has always had firm faith that Southern agriculturists would eventually come together in the most wholehearted and effective co-operation, and it hails this visit of 30-odd Florida citrus shippers and business men to the Secretary of Agriculture as an important step in that direction.

### SUGAR BEET TESTS IN FLORIDA.

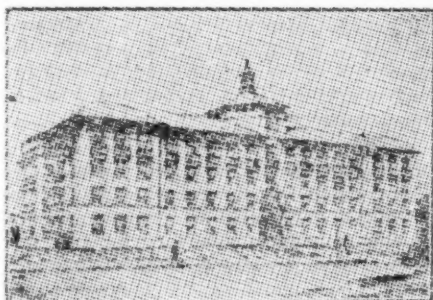
**W**. J. WALKER, chairman of the committee on industries of the Chamber of Commerce, Bradenton, Fla., in a letter to the MANUFACTURERS RECORD writes:

"Demonstration tests of sugar beet growing are being made in this section, and we are desirous of getting in touch with beet-sugar manufacturers who might be interested in locating a factory at this place."

## Who Will Help—A Specific Case for Every Generous Soul to Consider.

[Millions of people in this country are abundantly able to meet the heart-stirring appeal in the following letter in regard to the work and the financial situation of the King's Daughters Hospital at Greenville, Miss. The appalling situation in which that community has been placed for several weeks, completely cut off from rail and motor transportation to the surrounding country by reason of the high water that still covers the city and the land, is shown in the appeal for help for hospital work that should go straight to the heart of some of the millions who are able to contribute, and perhaps to the heart of some of the thousands who are abundantly able, without ever missing the amount, to meet the entire indebtedness of this institution, and help it to carry forward its great work.

We invite from every reader of this paper a careful study of this situation. Contributions, large or small, whether the amount be \$5.00 or \$100,000, might be sent to the writer of the letter with the assurance that great good would be done.—Editor Manufacturers Record.]



NEW HOSPITAL TO COST \$250,000.00



### King's Daughters Hospital

Greenville, Miss.

June 6, 1927.

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#### Editor Manufacturers Record:

You will pardon me for laying before you a matter of supreme importance to a large number of citizens of the Delta who have suffered by reason of the disaster brought about by the recent Mississippi Valley flood. I consider this a rare opportunity for doing real constructive work; no greater has come under my observation.

We hear much of rehabilitation. The word is in everyone's mouth with a different meaning and application to the distressing conditions prevailing. Different groups of people interested in various phases of the work seek to explain in detail and at great length what should be done by the American Red Cross, and other agencies for the relief of flood sufferers, many of whom have suffered serious losses and who without material aid will find it difficult to begin life anew when they return to their devastated homes.

A brief history of the King's Daughters Hospital in our city which has been a haven of rest, a "refuge in time of trouble," to hundreds of flood disaster patients will not be amiss.

For the past ten years a little band of women has struggled to secure funds to build a hospital adequate to meet the needs of the Delta. Early in 1926 after a strenuous campaign in which the organizations and citizens of Greenville and Washington County took an active part it was found that sufficient funds were on hand to begin the erection of the building. In the meantime a competent architect had submitted plans and specifications for a four-story building to be constructed of reinforced concrete and steel and hollow tile, with tiled roof, to be laid on piling, to include administration rooms, and provide for every department, for the accommodation of 100 patients.

The contract was awarded to a reliable construction firm and work begun on the building about the middle of April of last year and completed in less than nine months to the entire satisfaction of the Board of Directors, who had labored earnestly and watched with jealous care the erection of the new King's Daughters Hospital which was to mean so much

to the people of the entire Delta. On January 23, 1927 the doors of the hospital were thrown open to the public and thousands of interested spectators passed through its portals, and inspected every department with deep appreciation of the complete and marvelous equipment which had been selected with great care, modern in every respect, fully abreast the times, and second to none in the land.

The cost of the building fully equipped and furnished for the accommodation of 100 patients was found to be in the neighborhood of \$400,000, of which amount one-half is still due. About \$200,000 donated by the generous citizens of Greenville and vicinity made it possible to borrow sufficient funds for the erection and equipment of this magnificent hospital, the only one in the flooded area in Mississippi.

Up to the time of the flood disaster the King's Daughters Hospital was self sustaining with an average patronage per day of 75 patients, 10 per cent of that number being charity. With careful management the hospital would have been able to meet all obligations including interest on its bonded indebtedness for 1927. However, when the levee broke at Stops Landing and all railway trains as well as concrete highways were engulfed in the mighty flood our resources were cut off, our paying patronage reduced to a minimum, and, but for the timely assistance of the American Red Cross the hospital would have been forced to close its doors immediately.

In order to meet the emergency we have reduced the staff of trained employees as much as consistent with the requirements of a standardized hospital recognized as A grade by the American College of Surgeons. We have also cut down our force of non-professional employees to a great extent, thereby reducing the expenses, yet retaining a sufficient number to keep the hospital up to standard.

Seventy-five per cent of the patients now in the hospital are victims of the flood disaster and are cared for by the American Red Cross. In a short time the Red Cross as a relief organization will withdraw from this section but as time goes on these people rendered destitute by the flood will be in more urgent need of hospitalization than they are at

present, for a large area of the flooded district will make no crop this year, water still covers thousands of acres of land to a depth of several feet and no planting will be possible under the circumstances, hence the real hardship will continue for months after the Red Cross has withdrawn its aid.

In looking to the future we feel that the small number of paying patients, and the large number of those who apply for admission to the hospital sorely in need of help but unable to pay for services rendered will make it extremely difficult to finance the institution and keep the organization of salaried employees intact, and ready to serve the people of the entire Delta whether they are able to pay their bills or become dependent on others. It has been estimated by our business manager that to keep the hospital up to standard grade with a sufficient force of trained employees to meet this emergency we may expect a deficit of \$5000 monthly during the period of rehabilitation. The King's Daughters Hospital has no reserve fund, is operated without profit and solely to provide hospital accommodations for those needing surgical and medical attention. The Board of Directors receive no salaries or remuneration of any kind for their services, and gladly give freely of their time for the success of the hospital.

We believe if these facts are placed in the proper light before those who have means to use for the purpose of uplifting humanity and ministering to the sick and needy in such a way as to restore them to their families sound in mind and body it will be one of the greatest powers of good accomplished for the citizenship of the flooded area during the period of rehabilitation.

Moreover, if this newly erected hospital which in the Providence of God was completed and ready for occupancy by the victims of this awful catastrophe, can be saved from bankruptcy and put in a position to carry on the great work for which it was designed there is every reason to believe that it will continue to grow and prosper and serve people of the Delta for generations to come. On the other hand if the hospital is not able to meet its financial obligations month by month and the interest on its bonds there is no doubt of the cruel fate which awaits it.

Owing to the fact that the once prosperous citizens of our county (Washington) who have pledged money to meet the hospital's needs are now in dire need of financial assistance for their own families, it will be impossible for them to come to the rescue of the hospital or lend any assistance whatsoever for several years.

The above plea for financial help for the King's Daughters Hospital is made with a full knowledge of the circumstances regarding its obligations and financial status, and without attempt at exaggeration or in any way overstating the plain facts which confront the management of this institution which we believe above all others in the Delta needs your serious consideration and immediate and generous aid.

MRS. EDMUND TAYLOR,

Chairman, King's Daughters Hospital Relief Com.

### Thinks One Billion Needed for Rehabilitation Work.

Willard E. Winner, manager of the Liberty Development Corporation, Liberty, Mo., in the course of a letter to the MANUFACTURERS RECORD says:

"There should be set aside by the Government \$1,000,000,000, payable at least \$100,000,000 a year. There should be two great side canals following the Mississippi River, one on one side from the south line of Missouri to the nearest point on the Gulf; on the other side, from a point below Natchez to the east of New Orleans to the nearest point on the Gulf. These canals should start on a level of not less than 15 feet

below low water at the Gulf. These canals should be pumped and let the waters spread the silt over the land, raising and fertilizing it. The bottom of the Mississippi should be pumped out over the levees, deepening the channel and raising the land. This would more than pay for itself in increased values. I think I am correct in the statement that the Government is paying more than this for highways and the estimate is that the land value is increasing five times the investment."

### Flood Destroys 10,000 Acres of Rice in Louisiana.

About 10,000 acres of rice have been destroyed by flood waters in Louisiana according to preliminary information just received by the U. S. Bureau of Agricultural Economics. Three-fourths of this acreage was in St. Martin and Iberia Parishes which are in the Teche country. The other losses were mostly in Pointe Coupee Parish west of the Mississippi River above Baton Rouge.

About 1500 acres of rice along Bayou Lafourche is also in danger and some other rice acreage may be flooded before the crest of the flood reaches the Gulf of Mexico. Since damage to rice from flood water varies with the depth and duration of submergence, the exact extent of losses to the rice crop will not be known until the water recedes from the rice areas.

### Many Flood Sufferers Must Find New Sources of Work.

Ponchatoula, La., May 31.

Editor Manufacturers Record:

Could you furnish me with the names and addresses of firms who purchase moss? After our Mississippi River waters subside and the poor people go back to their desolate homes, especially in the swamp lands near the timber, about the only means of livelihood they will have is to gather moss, as it will be too late to plant crops.

I am writing you, knowing that your publication is always eager to further the interests of the "dear Old South" along industrial lines.

There are a great many industries which could be developed along small lines—that, with limited capital—if one knew where he could get a ready market, which would afford a quick turnover.

Do all you can for national flood control. Words can't picture the conditions; one must see them.

L. L. DEFEAN.

### An Urgent Appeal by Congressman Kvale for an Immediate Session of Congress.

Hon. O. J. Kvale of Minnesota: "I am enclosing a copy of a telegram sent Congressman Reid of Illinois, which also includes a copy of the telegram sent to the President. It is sufficient proof of my whole-hearted interest in this grave problem, and my desire to co-operate with you in the praiseworthy work undertaken."

Congressman Kvale's telegram to Congressman Reid follows:

"Following telegram today sent the President: 'Sir.—Continued devastation and ravages in lower Mississippi River Valley, resulting from flood, impel me to add my voice to those of citizens and officials praying you to call a special session of Congress immediately, in order to give consideration to the urgent problem. Action taken by the next session will come too late to prevent other floods next spring or to provide relief for the destitute thousands. I respectfully request that Congress be called in special session at once to consider and act on relief appropriations and preventive measures.

"I regret my inability to be present and take part in the Chicago flood control conference. You have my unswerving support and all wishes for a successful and fruitful conference."

[From the Mobile Register.]

## Heroism of Coast Guard in Flood Told by Captain Wolf.

Small Boats Ride Crests of Raging Waters in Effort to Save Lives of Marooned Persons.

[The story of the heroic work done by the Coast Guard Service in the Mississippi flood will probably never be fully known to the country. The officers and sailors who have manned these boats have taken more risks perhaps than even the men who have recently crossed the Atlantic, but they are without the éclat which those wonder-workers have accomplished, to the world's amazement. Day and night the Coast Guard Service on the entire Gulf Coast centered in the Mississippi flood district has risked the lives of its people in saving others. In one case, against the protest of the sailors one captain took 30 smallpox patients on his boat to carry them to a detention camp, requiring that every sailor and the officers themselves should be vaccinated immediately. Captain H. H. Wolf, commandant of the Gulf Division of the Coast Guard, in an interview with the Mobile Register tells some little of what the Coast Guard people have done in this heroic work. To them the country should give unstinted praise; and they should receive some of the thunder of applause which has been justly won by the aviators who have recently crossed the Atlantic, and who are being crowned with well merited honors for their achievements. Captain Wolf's brief statement follows.—Editor Manufacturers Record.]

For a brief day last week, Captain H. H. Wolf, commandant of the gulf division of the coast guard and at present in charge of all coast guard activities in the flooded area of the Mississippi river, returned to Mobile. He arrived Wednesday night, late, leaving Friday morning. Thursday, at the coast guard office in the federal building here, he described his feeling as that of having momentarily been flung out of a giant whirlpool, to be picked up again in a moment and carried once more into the midst of the swirling waters.

Activity in the flooded area, he said, is more nearly and effectively organized than could be expected in such a situation. With all forces functioning under the direction of the American Red Cross, work is rapidly developing into a systematized, synchronized piece of machinery, with consequent minimum loss of life and suffering.

Tales of the heroism of the coast guard, Captain Wolf brought back in plentitude. Only a hint here and there, however, gave any idea of the great work which this service is doing in Louisiana and Mississippi and all the way up and down the raging "Father of Waters." Like a man who has been through the thick of the war, he evades answering direct questions as to heroism and the details of the battle. Through the lines of his short and concise interview, nevertheless, shone indications of adventure and glory such as are rarely equaled.

In this age of phlegm, with even the elements conquered, it is only very rarely that any of the adventure of a last frontier, of a great conflict, confronts and challenges the eager quest of youth. However, in this great national disaster, with hundreds of thousands in momentary peril, youth has been given a chance to show the stuff of which it is made, Captain Wolf indicated. And the spirit of the coast guard, essentially youthful, has gone over the top with a resounding cheer.

Never—in all the history of the Mississippi with its intermittent floods—has there been any intentional shooting of the crevasses. No one had ever wilfully turned a boat into the foaming, raging, boiling mountains of water as they burst through the demolished levee and swept insanely over the countryside. But that is past tense now—for the coast guard has done it.

High officials who happened to be on the scene of the break in the Des Glaises levee, when Moreauville was swept away, find themselves conversing in ecstatic gibbering when they attempt to describe the way in which the coast guard answered the call there. When the mountain of muddy water finally crashed through the levee, shooting sprays hundreds of feet in the air, roaring in berserk anger—coast guardsmen deliberately threw over the helms of their boats

and shot periously down with the waters on the crest of the overflow. There was no hesitation, no time to think; they simply acted. The river, a maddened menace, had been turned loose in the heart of Moreauville, and thousands of men and women and children lay direct in its path.

Surrounded by driftwood, buffeted by the buildings which the flood waters toppled over like matchwood, beaten against trees, the small patrol boats sped along, propellers uselessly churning in the air spray and waves breaking over their decks; picking up a bobbing head, an imperilled boat with a few people in it, lifting a family off the roof of a dwelling. Had they not shot the crevasse, the officials say, there would have been hundreds of deaths in Moreauville. However—they dared the apparently inevitable suicide that lay in the deed—and the result was that not a single authentic report of death has come out of Moreauville.

But the boats—the gallant little patrol craft, the picket boats, the surf boats, the cutters—they have all suffered from the strenuous work that they have thrown into the breach. At one time five of the vessels, with rudders and screws destroyed were on drydock in the Industrial canal at New Orleans—and off again, all five, in 36 hours! Time after time boats have been forced out of the battle by the swirling, submerged driftwood that crashes against them; time and again whole crews have been in peril of death as some hidden snag has ripped the hull to shreds.

The cutter Saukee, with a practically useless steering gear, has nevertheless turned out some of the best records in the whole flotilla of more than 175 craft. At one time she carried 400 persons to safety—although, viewing the vessel, one cannot conceive of 100 persons being aboard her. Time and again she has been in peril of loss, and the crew in danger of utter destruction as the steering gear has gone by the board at a critical moment and the cutter has been left at the mercy of the surging currents. But there has been no time for repairs on the Saukee; she is too necessary. In a day or two it might take to repair the gear, loss of life might accumulate horribly. The Saukee is in command of Boatswain H. S. Browne, one of the most colorful characters in the Gulf division.

Another brilliant star of the relief work has been Lieutenant S. P. Edmonds, commander of Base 15, Biloxi. Riding the crest of the flood, for days at a time lost to his headquarters, sweeping along in the van of the Mississippi menace with his little flotilla of boats, he has snatched thousands from death, warned thousands of danger; he and his little detachment have made for themselves a name that will glow in the annals of American heroism for all time. The dash, the opportunism, the courage that goes to make up the great American hero—all are possessed by Lieuten-

ant Edmonds. He may dash in where others fear to tread, but some one had to dash in, and he had the necessary courage, Captain Wolf said. For days and days only fragmentary messages kept headquarters informed as to the whereabouts of this leader in the first stages of the relief work. His little fleet has become known all over the flooded area as the "Saviour Squadron."

And still the untold tales of sacrifice and unselfish labor that have been done in the Mississippi by the coast guard are legion, Captain Wolf said. Many will probably never be known; others will only be hinted at when the cut and dried reports of relief work come dribbling in, when the flood is over, and the whirlpool has died out.

### A Call From Chambers of Commerce for a Special Session.

Chamber of Commerce.

Birmingham, Ala., June 9.

*Editor Manufacturers Record:*

The Birmingham Chamber of Commerce, at the request of the Chamber of Commerce of Richmond, Va., passed a resolution urging President Coolidge to call a special session of Congress for the purpose of aiding the flood sufferers in the Mississippi Valley. The same resolution as passed by the Richmond Chamber of Commerce was endorsed, a copy of which is quoted below:

"The Mississippi flood disaster is the most calamitous in this nation's history. Three hundred and fifty thousand American citizens are homeless and financially ruined. Immediate needs of flood victims are being cared for by Red Cross, but the welfare of the entire nation must be affected by this unprecedented property destruction. Unless Government directs readjustment, all sections will suffer and those made destitute by flood may never recover. We respectfully urge upon you the vital importance of calling Congress in special session to cope with this grave problem."

O. L. BUNN, Secretary-Manager.

[Since the resolution of the Richmond Chamber of Commerce was passed the number of flood refugees and sufferers has increased to between 600,000 and 700,000.—Editor MANUFACTURERS RECORD.]

### The Biggest Engineering Problem Ever Tackled and the Money Needed Proportionately Vast.

Nashville Bridge Company.

Nashville, Tenn., June 3.

*Editor Manufacturers Record:*

In your issue of May 12 you asked engineers for their views of the solution of the control of the floods of the Mississippi River.

In answer, I wish to say that such a control as might give the desired relief for all future time is an engineering problem greater than has ever fallen to engineers to solve; it is also one of the greatest single financial undertakings outside of the recent war which this country has been called upon to execute.

Such an undertaking should have the attention of the combined engineering talent of the best drainage and hydraulic engineers which this country possesses, composed of such men as John R. Freeman of Providence; C. E. Grunsky of San Francisco, and many others of this type of engineers; and a thorough study be made before the country is committed to any plan.

The many plans suggested by the many engineers will never accomplish results without a comprehensive study of the problem as a whole by a board of the most experienced and talented minds in this line of work.

ART J. DYER.

### Senator Thomas of Oklahoma Pleads for a Special Session and Unfavorably Contrasts Our Nation With What Other Countries Would Do.

United States Senate.

Washington, June 6.

*Editor Manufacturers Record:*

I am sending you herewith copy of letter recently sent the President relative to a special session of Congress to consider the Mississippi problem. I might call your attention to another significant situation.

Only recently, Secretary Hoover, as secretary to and agent of the President, delivered a speech which was broadcast throughout the United States, in which he solicited and begged for funds through private subscription to relieve the distress and suffering in the flooded area. On the same day Senator Reed of Pennsylvania, an influential member of the Administration group, released a statement which was carried by the press throughout the country, informing the public that there would probably be a Treasury surplus in the sum of \$600,000,000 and, in such statement, made suggestions as to the method of disposing of same. Hence, on the one hand, the Government is directly soliciting funds by an appeal to charity to help out in a national emergency, and, on the other, the same Government is boasting of a treasury surplus beyond all precedent.

As stated in my letter to the President, unless something is done, and that immediately and effectively, the country will have another example of the inefficiency of our form of Government under its present Administration. The Italian system under the direction of Mussolini is being condemned generally, but had Mussolini a situation similar to the Mississippi flood to consider, he would be on the job, taking care of every need and every demand. I am even of the opinion that Soviet Russia would at least give the matter sympathetic consideration. Even this, apparently, has not been the case here.

ELMER THOMAS.

The letter of Senator Thomas to the President reads:

"Permit me to transmit herewith telegraphic message just received from Senator Kenneth McKellar of Tennessee, relating to the seriousness of the Mississippi flood and asking me to join in requesting you to call an extra session of Congress to give relief to the stricken sections and peoples.

"I am convinced that an extra session should be called and respectfully ask you to reconsider your former decision in this matter.

"In this national disaster and emergency the leaders of the respective parties could be called together, a program outlined and agreed upon and thereafter set forth in the call, so that all would understand just what business was to be considered. The country could be assured that nothing would be submitted and that nothing would be considered save the definite proposals submitted by you. The Congress would, I think, seize the opportunity of adding to its prestige by functioning efficiently and in harmony with your expressed desires.

"In my judgment, unless something is done to render substantial aid to the sufferers of the South, another concrete example will be afforded of the inefficiency of our form of government."

### A Devastated Section.

Daily Bond News.

New York, June 3.

*Editor Manufacturers Record:*

Your articles about the Mississippi flood regions have such a God-given tone of sincerity that, surely, you have caused thousands to join in your prayer for help and justice for this devastated section of our country. Please put me down for any literature you are sending out, so that we may also help this worthy cause.

W. A. ROMKEY, Editor.

## A Woman's View of Need of Governmental Help.

[In last week's issue we published under the heading, "A Woman's Stirring Appeal for the Flood Sufferers," a letter from Mrs. Pearl Harmanson Atkinson, Biloxi, Miss. Another letter has come from Mrs. Atkinson bearing on the same subject. Her letter throws additional light on the distressing condition prevailing in the flood district, and we commend it to the careful reading of those who have not yet comprehended the awful suffering that has been entailed upon hundreds of thousands of people.—Editor *Manufacturers Record*.]

Biloxi, Miss., June 4.

*Editor Manufacturers Record:*

The reason I did not reply at once to your wire and much appreciated letter was because my description of the flood sufferers has already gone forward at the earnest pleading request of "one Captain Edmonds" of the Coast Guard. It was he who did that heroic Christian act of rescuing those 22 smallpox cases I mentioned in that article!

I am glad you told me about Secretary Hoover's statement in the New York Times. The day I saw Mr. Hoover in Lafayette, there was a continuous stream of refugees in ambulances and open trucks coming into town in a down-pour of rain, and they and all their rescued possessions, and the bedding were soaking wet. This was on Friday, May 20, and the rain continued. On the following Sunday, a record-breaking rain flooded their tents and drove them panicky into the school buildings. Unanimously, school boards closed all schools and housed the refugees until the rains stopped and those 15,000 people could return to the tents provided by the Red Cross.

The exceeding high water on the north side of New Iberia closed the convent school. Diplomas will be mailed the graduating class.

I turned my home and property at New Iberia, situated on a high ridge on Spanish Lake, over to the Red Cross for a refugee camp and hospital, and they are welcome to it as long as these needy, suffering human beings need it. Stock of the refugees are also on a part of my property.

This camp was one of the latest established—on May 23. Up to that time, the refugees were kept in the New Iberia school house, one room of the high school used as an emer-

gency hospital. I sat up there one night with a desperately sick little girl, five years old. The doctor said he did not expect her to live through the night. The mother of the little girl told me she had been sick for 10 days and they could not get medicines or proper food for her where they lived in the overflowed district.

Boatloads of starving people were brought in, and hungry children devoured ravenously the loaves of bread handed to them. These things were right under my eyes.

Imagine these people, worn from the toils of making crops, enjoying a rest! As Mr. Hoover said in his radio speech:

The mental anguish of knowing the devastation awaiting them on the return to the places where once their humble homes stood is enough to cause heart-felt sorrow to every citizen of the United States.

Their very hardships have made these people stoic—I admire their stoical heroism in the crowded tents.

Mr. Hoover saw the "joyous chatter of children"—thank God for the youth of the country! and as long as there is youth there will be some joyous, and that applies to the old man who said: "Thank God for the flood, I have been wanting to see Lafayette for 40 years."

I think the Government should provide tractors to plow this vast acreage, with the greatest expedition, as the waters recede.

Rehabilitation by the Government is necessary, or many will be lost.

You are the greatest help we have in the East, and if there is anything I can do to help the worthy cause through you let me know.

MRS. J. W. ATKINSON.

## A Contractor and Planter Gives Some Interesting Facts.

Gilbert, La., June 1.

*Editor Manufacturers Record:*

I certainly think you are right when you say the Mississippi River is a national problem. As for myself, I don't believe the whole valley will ever be controlled by levees only. My reason for this is that when the Mississippi gauge at Natchez reaches 53 feet it backs water up Red River and Red up Tensas and Tensas up the small streams and overflows thousands of acres of the best farm land in the South without any break in the levee.

I am located something like 90 miles north of the mouth of Red River and 10 days before the levee broke at Millikin Bend we were practically overflowed here in the Bayou Macan Swamp. I was working on the main levee, trying to top it with sand bags to hold the water from coming over, but there was entirely too much water above the top of the levee to hold with man power. I carried 100 of my own men and we put sacks of dirt where it was running over the top 6 inches deep. Before we could get one low spot topped it was running over somewhere else; yet there were some 2000 men in this camp.

As to the destruction in this parish of Franklin, about 75 per cent of our parish was overflowed. I happened to be located on a dry spot as my place didn't have any water on it but I have hundreds of neighbors whose places were completely covered from 3 to 10 feet deep, and they had the nicest kind of crops on them. At this writing the highest ridges in the overflow district have just begun to show up. Some farmers are muddling the cotton seed in, hoping to make a crop but we all know that June is rather late to

expect to make a cotton crop and it will be the 15th before all the swamp can be planted again. Thank you for your sympathy and all you are doing to help us people in the Mississippi Valley.

JOHN T. CARROLL.

## The Associated Contractors of America Realize the Situation.

H. J. Gilbertson Construction Company.

Memphis, Tenn., May 31.

*Editor Manufacturers Record:*

Speaking not only for ourselves, but also for the local association in the Memphis chapter of the Associated General Contractors of America, and also more largely for the entire district, we most heartily appreciate and indorse your campaign for action to control the Mississippi River and avoid disastrous floods in the future. We could speak at great length on this, but could not add to your most excellent material as given regularly in the *MANUFACTURERS RECORD*.

Keep up the good work. This section of the South needs your aid. It seems to be exceedingly difficult for some people to realize that this is really a national matter.

The larger aspects of this are nationally realized by the Associated General Contractors of America. At our recent annual meeting in Washington the recent inundation and future flood control were items of some discussion and a resolution on flood prevention was passed in open meeting and adopted by the executive board.

It undoubtedly will take time, but if we all work together something can be accomplished. Let us be hopeful that it will not take too long.

J. A. ANGUS.

## Hoover's High Commendation of South's Courage and Energy to Meet Flood Conditions.

SECOND RISE IN RIVER HAS UPSET HIS CALCULATIONS—NEW PLANS MUST BE MADE.

[Telegram to Manufacturers Record.]

Jackson, Miss., June 13.

Requests for the President to call a special session of Congress do not meet with the support of flood reconstruction officials.

"Since the President has assumed the responsibility and is well acquainted with the situation through Secretary Hoover and other competent advisers, it is my opinion the call of Congress should be left to the discretion of Mr. Coolidge," declared L. O. Crosby, in a statement to the MANUFACTURERS RECORD. His views are shared by Harvey C. Couch, Rehabilitation Director for Arkansas, and Col. W. H. Sullivan, Louisiana's Rehabilitation Chairman.

"The call for a special session is entirely a matter for the President of the United States to decide," tersely explained Secretary Hoover, who added he had "nothing further to say on the matter."

"We have unbounded faith in the ability and leadership of Mr. Hoover," said Mr. Crosby, "and we feel the President has sufficient information to be prepared to decide on the proper course. This is a national problem and we are leaving it to the National Government, believing there is no better man in the United States to handle this responsibility than Mr. Hoover, who has spent almost his entire time in the flood area in the past eight weeks, having full charge and control, and his constant interest in our welfare gives assurance that our interests are protected through his leadership. Flood victims are being taken care of in efficient manner. We believe it is best to let the matter be decided by the Government after fully acquainting itself with conditions, as people in this flooded area expect a thorough job when it is undertaken. There is no untoward suffering. The health and well-being of flood refugees are being safeguarded by most skilled medical and hygienic attention."

Reconstruction directors in the Mississippi Valley are under way with a program to work out the greatest rehabilitation problem facing the South since the period immediately following the Civil War. This was assured at a conference in Jackson today attended by flood officials in every State in the Southern valley. When faith was expressed in "American courage and Southern leadership" by Secretary of Commerce Herbert Hoover, the conference called by Mr. Hoover brought out ample evidence that reconstruction officials will cope with "All disappointments and seeming discouragements," and restore the troubled flood lands "to a peace, prosperity and security that will justify the price to be paid." In explaining this note of optimism, Mr. Hoover added that there is every reason to believe ultimately the flooded area will be in better position than ever before.

With the nation aroused to the Valley's peril, according to L. O. Crosby, chairman of Relief and Reconstruction Committee for Mississippi, there will be given the Valley residents a river-control policy enhancing land values manifold.

Sharing the optimism of Arkansas and Louisiana flood officials who see in the flood the silver lining of "stepping-stones of disaster," as explained in the MANUFACTURERS RECORD, Mr. Crosby gave a statement exclusively for the MANUFACTURERS RECORD in which he declared that the flood has been a lesson both to his people and the Government.

"We are convinced," he said, "that 75 per cent of the 735,000 acres originally under water will not be available for planting until July. Competent engineers and cotton experts assure us it is unlikely cotton can successfully be planted on

that land. Some of the land recently emerging from water and planted in cotton has become covered again by the new rise in the river and it will have no growing value until the water recedes sufficiently to plant food and feed crops. The problem now is to enable the farmer to grow sufficient food and feed to maintain his family and farm beasts and to keep the land under cultivation so it will be of growing value next spring. With cotton eliminated on the bulk of the flooded Mississippi delta land it is necessary to turn to another cash crop."

L. J. Folse, general manager of the Mississippi State Board of Development, now active with his entire staff in flood reconstruction, points out that there is a cash market in the delta for approximately \$5,000,000 worth of hay, and that this is the delta's normal requirement, or 200,000 tons a year is equivalent to this amount.

"Food and feed to keep man and beast, and hay and other legumes for cash," is the viewpoint of R. S. Wilson, director of extension forces engaged in agricultural rehabilitation in Mississippi.

In his report at today's conference Mr. Wilson frankly admitted that the new rise in the river had changed the situation so it is impossible for accurate estimates. A map he presented showing the hopeful conditions of various flood counties held good only as for last Friday, and new developments made revision necessary. Revisions, in fact, will have to be made in most of the original reconstruction plans, it was admitted by Secretary Hoover. "It is a fact that frankly must be faced," he told the various committeemen and chairmen, "that we are losing ground through the new flood. Just how far this new rise in water will go is impossible at this time to estimate. In revising our plans we can see it is necessary now to deal with counties collectively, not individually as first planned. Ours is a task requiring the greatest of courage, and I have no doubt the valley has abundance of it in its leadership. We must keep faith in this American manhood and courage to see our troubles through."

Even if some of the crops planted in the now inundated land are failures, it is pointed out by Extension Director Wilson, they will serve the purpose of keeping the acres fit, fit for cultivation next spring, and food and feed crops that thrive will enable the farmer to keep his organization intact.

Health conditions will be vastly improved in the flooded delta over what they were even before the flood, it is hoped by Dr. Felix Underwood, head of the Mississippi committee on health and sanitation. Financial assistance will be offered only to farmers "actually in need," it was explained by Director Crosby.

Col. J. H. Leprince, United States chief of sanitation work during the building of the Panama Canal, was present.

"The flood," Dr. Underwood declared, "will be the greatest health blessing this delta ever received. The delta, a natural healthful section, with the most wholesome natural conditions, is sure to be reminded of how necessary health controls is to community progress." In the delta reside the three champion healthy girls of the world, as related in a previous issue of the MANUFACTURERS RECORD. "We intend to put in full time health units. We owe much to educational work of Mississippi Development Board, through L. J. Folse. Health officials know families that have had typhoid. They are screening these families, preventing spread of malaria carriers in form of mosquitoes."

## The Problem of the Mississippi.

[The writer of the following is a river man of many years' experience years ago. He advises the Manufacturers Record that he "ran on the rivers—which means the Mississippi, the Arkansas, the White and St. Francis Rivers—along about 55 years ago, and was always interested in the rivers and in boats. This was long before they thought of levees." He adds: "I am aware, and so is everyone else, that the building of the levees was in accordance with Eads, the great engineer's, advice."—Editor Manufacturers Record.]

Henry Loeb & Co.

Memphis, Tenn., May 24.

*Editor Manufacturers Record:*

Before we had levees boats of all sizes landed at our wharf—boats of anywhere from 100 to 2500 tons—and one, in particular, that drew 16 feet. The Anchor Line had an elevator for loading and unloading; there was 26 feet of water at the landing and 90 feet in the channel.

Overflows occurred here nearly every year—in some years worse than in others. At times you could ride in a skiff west for 40 miles. No one complained; no demands were made upon the public. It is true they were temporarily inconvenienced, but they accepted it good naturedly, and as soon as the water receded they began plowing and planting and, I believe, were just as successful as they are today. Some were lucky and some were unlucky.

White River, one of the most beautiful streams in the world, was free from sandbars, was navigable in all seasons to Augusta and at other times to Jacksonport, about 700 miles.

Arkansas River was navigable to Pine Bluff and at times to Little Rock and Fort Smith, about 700 miles.

Saint Francis River was navigable to Marked Tree and smaller boats ran to Lake City, 550 miles.

Boats to St. Louis—large and fine boats throughout the year—would at rare intervals have trouble, but that only occurred between Cairo and St. Louis.

Today, with levees, we have very little wharfage—not even sufficient for boats of the lightest draft. White River's beauty has been destroyed and, furthermore, the river is full of sandbars. Arkansas and St. Francis Rivers, including White, are navigable one-fourth of the distance. The Mississippi River has obstructions everywhere between here and St. Louis, even with the lightest draft boats; also south of us, which was unknown.

If my memory serves me correctly Eads, the great engineer, one of the greatest ever known, recommended the levee system. Cowden, who was also a great engineer, and, like Eads, made a study of the rivers, opposed his plan. It is perfectly natural for great men to differ. At any rate, with the comparison herewith submitted, draw your own conclusions.

As a point of information, China adopted the levee system long before the year "One," and in that same era they adopted "terracing," to conserve the flow of water and to prevent the washing of the soil. Terracing with forests may prevent the washing of the banks of our rivers. It is well known that some of the rivers in China that were protected by levees filled, like the Mississippi, and the bed or channel of the river became level with the shores.

Now, with all this, what can be done to prevent a repetition of this great catastrophe? I do not profess to be an engineer, but there is one thing certain—that the theory of Eads evidently was wrong. In other words, he calculated that by confining the waters it would increase the speed of the current, thereby creating greater channel depth. It did the opposite. My personal opinion is that the condition that exists is not alone due to the levees, but by denuding the shores and streams of trees, grass and undergrowth the washing of the banks filled the river; further, that the upper section of the country could be readily relieved, and I say

this from good authority, if an outlet was made into Lake Pontchartrain 15 or 20 miles above New Orleans, which is only about four or five miles' separation, where there is a big drop between the sea level and the Mississippi River, the result would not alone relieve the upper section but also would absolutely protect New Orleans and all below there.

As I said before, I am not an engineer—never studied or had occasion to give it thought—but I speak on the theory that everyone has a right to his own conclusion and sometimes even a fool accidentally says something sensible.

HENRY LOEB.

P. S.—A pint vessel can't hold a quart.

Mr. Loeb sends us copy of a letter he wrote Secretary Hoover as follows:

"Permit me, with an apology, to make a suggestion:

"Fifty years ago I was a wharf rat on the Mississippi River long before levees were built. I am fairly acquainted with the Mississippi, Arkansas, White and St. Francis Rivers.

"The bridge at St. Louis made Eads famous; Cowden was equally famous. They disagreed as to the method of harnessing the great river; Eads' suggestions were adopted. My suggestion is this, with due respect to the engineers in the employ of the Government: Suppose the Government offers as an inducement, and to justify time and thought, to interested and disinterested engineers five prizes—one of \$200,000, one of \$50,000, one of \$25,000, one of \$15,000, one of \$10,000—for the best solution for the harnessing of the rivers; in other words, to avert the catastrophe that has been visited on the South.

"Three hundred thousand dollars is a pittance for a solution. A prize of that size would attract many engineers and many who would give time and thought to the problem.

"You realize it is a problem—monumental—sometimes a fool suggests a good idea. This proposition should be open to the world. What do you think of it?"

### Deepen the River and Cut Canals Is His Advice.

Crescent City, Fla., June 5.

*Editor Manufacturers Record:*

You invite expressions as to how we shall settle for all time the floods of the Mississippi River.

I was born in Yazoo County, Mississippi, in 1861, and I have lived in that County, in Bolivar County and Panola County, Miss., and in Madison Parish, La., and have thought a lot about how the floods can be avoided.

To me there seems only one way: that is lower the bottom of the river from Memphis to the Gulf, pumping the sill out with large dredge boats and depositing it on each side of the river, until you have built up embankments fifty feet higher than low water mark; straighten the river as much as is practical, making the course of the river five or more miles wide over all and the main channel deep enough for the largest ocean steamers to pass up to Chicago.

The politicians will say this is some job. So it is; but it must be settled some time and it will be when men grow large enough to do it.

Some relief might be had by cutting a canal from a point between Decatur, Ala., and Chattanooga, Tenn., through the Cumberland mountains and diverting the Tennessee river into the Warrior, thus relieving the lower Mississippi of some of its burdens. This policy might be applied to other rivers; that I am not familiar enough with to say, but I do believe this to be feasible and practical. Large reservoirs should be provided to store this water until needed to generate electricity.

C. E. Frost.

## Li-Ping's Flood Cure—Can China Teach Us a Lesson on Mississippi Flood Control?

[From the Literary Digest.]

Li-ping was a Chinese engineer who lived over 2000 years ago. Those who may regard the engineering skill of the ancient Chinese with contempt are invited to visit their land and look at some of their works. They were in the class with the Egyptian and Roman engineers, and their opinions are worth studying. Flood control bothered Li-ping just as it does us. The Chinese flood problem is ours, the Yangtze being their Mississippi and the Hwang their Missouri. They have been working at it at least ten times as long as we have, and their greatest rivers are still untamed. Possibly our own efforts to keep our rivers out of the flood-plains that they have prepared for their own special use in emergencies may also be doomed to failure—at least partially. At any rate, Li-ping's views on the subject, as expounded by Lincoln Colcord in the Minneapolis Tribune, are worth our careful consideration. Writes Mr. Colcord:

"Two thousand one hundred years ago a Chinese engineer, Li-ping, laid down the correct engineering principle for controlling the flood conditions of a river flowing through a flat alluvial plain. The works which he and his sons established at that remote time, 175 years before the opening of the Christian era, for controlling the waters of the Min River in Szechwan province and distributing them across the great Chengtu plain, are still in perfect operation at the present day.

"Throughout that long period of time they have been the foundation of the prosperity of China's richest agricultural province. Szechwan is the size of Sweden or California; its population has been roughly estimated at forty or fifty millions. The Chengtu plain in the center of the province is an area 100 miles long and 60 miles wide. Across this plain the Min River is distributed in eight main branches, converging at the lower end of the plain to form a single river again, which empties into the Yangtze above the Gorges.

"And throughout this time the engineering principle laid down by Li-ping, without which the whole remarkable irrigation system would have destroyed itself centuries ago, has been strictly and steadfastly followed. Flood conditions are unknown. On the walls of the temple built to the memory of Li-Ping and his sons at Kuan-Hsien, where the Min River debouches from the mountains and the ancient engineering works are established, is written this saying, familiar to every Chinese student: 'Shen tao t'an, ti tso yen,' which, translated into English, means:

"'Dig the bed deep, keep the banks low.'

"We are familiar with the fact that the Chinese are not a scientific people. We congratulate ourselves that in respect of scientific, mechanical and engineering attainments we in America stand in the vanguard of modern progress. Yet today we are facing the worst flood conditions ever known in the heart of our nation. And it appears that we have not as yet adopted, or even considered, the only correct engineering principle for controlling those conditions.

"For that principle we have to turn back 2100 years and listen to the words of a Chinese engineer, the concrete application of whose ideas has furnished the bread of life to millions of human beings for over twenty centuries.

"'Dig the bed deep, keep the banks low.' It is not necessary for a man to have engineering training to see the force of this argument. Given a river flowing through a flat alluvial plain, depositing sediment in its own bottom as it goes and constantly filling up its bed, the building of levees along its banks is courting disaster. The average level of the river will rise between the levees, and the bottom will rise in equal proportion as further sediment is deposited.

"Very soon the levees will have to be built higher. The net result of the process is only to lift the whole river bodily above the plain. This is shown clearly by the Yellow River in China, a river which the Chinese have been unable to control because they were not equal to the mechanical application of the correct principle which they already knew. There are points where 'China's Sorrow' has now been lifted sixty feet above the plain.

"In this process, the danger grows by arithmetical progression. The higher the river is lifted, the greater the head of water with respect to the surrounding region, and the

greater the area of flowage when the river breaks through.

"Ultimately, of course, the process has to stop. In terms of 2000 years, what we are doing with the Mississippi River is fantastic. Already it has been lifted fifteen or twenty feet above the city of New Orleans. It is easy to foresee a time when it will become an aerial waterway, the levees built up like dams on either bank, and nothing ahead but to build them still higher. In the meanwhile the rate of flow will become constantly lessened, adding still another danger in the backing up of the current itself and the increasing deposit of sediment in the bottom."

The fact is, asserts Mr. Colcord, that up to the present time we have followed the easiest way in the Mississippi valley, have failed to face the real problem, and have only added to the future task. In actual dollars and cents we have probably expended many times more in vain attempts at temporary control than a permanent engineering plan established from the beginning would have entailed. He goes on:

"'Dig the bed deep, keep the banks low.' It should be obvious to any layman's mind that the thing to do with the Mississippi River is to dredge the bottom and deposit the annual sediment on the surrounding country as fertilizing material. This would help to pay the cost of the enterprise; such sediment would have commercial value. Mechanical progress has given us all sorts of efficient mud-sucking dredging machinery. The gift of science to us is the ability to do what China has been unable to do with the Yellow River. But the correct principles must never be departed from.

"Mud-sucking dredgers should be put to work up and down the Mississippi River. The river should be brought back if possible to the level of its old natural bed. The levees should be abandoned wherever possible as the level is lowered. In connection with this, there should be a system of dams and reservoirs on the tributary streams for impounding the flood waters. The improvement in navigating conditions alone on the Mississippi River would return the cost of the enterprise to the wealth of the nation.

"But the main item of this centralized plan must be the constant dredging of the river. 'Dig the bed deep, keep the banks low.' The question is not whether we can do it; there is nothing else to do. The question is not whether it would cost too much; there is no other alternative. All other plans only lead to ultimate disaster."

## Interlocking Yellow Pine and Fir Sheet Piling for Levees.

Judge H. C. Cage of the Civil District Court of New Orleans, in a letter to this paper, states that he called to the attention of Albert A. Martinez of that city the invitation of the MANUFACTURERS RECORD for a discussion of how to safeguard the Mississippi River and referred to a letter published by us from an advocate of a core wall of concrete in the levees. Mr. Martinez has had extensive experience in interlocking sheet piling, and is the patentee of the Martinez interlocking yellow pine and tin sheet pilings. Judge Cage thought his views in regard to that and other matters connected with this levee work would be of interest to our readers. Mr. Martinez, in reply to his letter, wrote Judge Cage as follows:

"I thank you for your note calling my attention to the letter of C. A. Moreno, St. Louis, published in the MANUFACTURERS RECORD of May 19, regarding concrete core walls for levee protection, and asking my reaction to his views.

"Suggestions to install concrete walls through levees and embankments likely to be affected by high waters of the Mississippi River and its tributaries were disapproved some time ago by very able engineers and experienced men at a meeting in the office of the Orleans Levee Board at New Orleans. This type of installation was cited as costly and impracticable.

"To put in a solid concrete core wall, a deep trench would have to be dug through the levee to low water line of the river below the base upon which the levee rests, before the concrete material for the wall could be poured.

The digging of such a trench would necessarily have to be large; it would more or less be irregular, and the cleaving of the levees would materially weaken the long settled embankments, and likely cause sloughing and caving of the banks.

"A pile driver could not be used to install concrete slabs without water jetting to loosen the soil, which must have the same soil penetration as when building a core wall. It is impossible to drive slabs accurately so that they join on the edges; this, therefore, would allow seepage and make the walls useless. The excessive weight of such walls or slabs would be an added hazard to the already loaded banks, and would become heavier through saturation.

"During the great floods of the Mississippi River and its tributaries in 1912 and 1913, when several crevasses were not stopped and damage ran into millions of dollars, and the efforts of the engineers of the Mississippi River Commission, Fourth Levee district, some veterans of the Louisiana State Board of Engineers, as well as engineers for the principal railroads entering New Orleans, were unsuccessful in coping with the situation, it was suggested that I try to find some means to keep the base and the upper portion of the levee stable, as dry as possible, and enable them during high water to sustain the saturated top, as well as to prevent destruction usually wrought by the boring of muskrats, crayfish and other pests.

"Being satisfied that a strong, dependable construction could be produced with lumber, after 18 months of investigation and deliberation, I submitted a model of an interlocking wood sheet piling for the approval of the Army engineers on September 20, 1913.

"This design was an interlock, wood sheet piling made of yellow pine, that could be obtained at a nominal cost. It would drive accurately; be tight from bottom to top; swell and become absolutely watertight when coming in contact with dampness or water; of a thickness that would not cleave the levees or banks unnecessarily; not heavy enough to add any appreciable weight to levees or banks, and so strong that, if the tops of the levees were to break, the submerged portions would not blow out, but would reduce the flow of water to lessen inundations and at the same time protect the base from destruction.

"During 1914, the Mississippi River Commission, Fourth Levee district, made four experiments with levees, in one of which this interlock wood sheet piling was used. Success was immediate.

"Since that time, many prominent engineers and contractors have used this design, saving millions of dollars in property values. This type piling is installed in much of the levees on the riverfront of New Orleans and the opposite side. I might add it has stood the present test well, fulfilling qualifications. It is likely much of the 99 per cent of the unsafe and unprotected levees along the course of the mighty river could have been saved if the necessary funds for this purpose had been available.

"Regardless of what is used or how it is done, it is my sincere hope that Congress will heed the prayers of an enduring and imposed upon people by giving to those in authority sufficient funds to forever establish some means to protect those now burdened with the run-off of 32 States, which is responsible for the present calamities."

### Schools Damaged in Flooded Area.

It is reported that the Mississippi flood damaged to the extent of between \$2,000,000 and \$4,000,000 public-school buildings and equipment in the flooded district of Louisiana. Louisiana annually spends for new public-school buildings about \$5,000,000 and its total public-school expenditures are in the neighborhood of \$20,000,000 annually.

## INTERCONNECTED LIGHT AND POWER STATIONS PROVED A BLESSING IN FLOOD REGIONS.

### Lindbergh's Spirit Matched in Determination and Energy.

The Mississippi Power and Light Company.

Pine Bluff, Ark., June 10.

*Editor Manufacturers Record:*

Replying to your kind inquiry of recent date relative to the "spirit that is abroad in the overflow section," I hope I may be pardoned for declaring that never have I experienced more pride in our people than at this time. They are displaying that same fine spirit of courage and confidence and faith which was exemplified by that great young American, Lindbergh, when he dashed off from New York across the Atlantic. And, I feel certain that, like Lindbergh, our people will go onward without hesitation and without looking back to their goal: The building of a greater empire, industrially and agriculturally.

Most of the facts about flood conditions the MANUFACTURERS RECORD has published. The wonderful work of the Red Cross in rescue and emergency relief, and in helping the folk who lost all to get back to their farms and make a start; the assistance given by the flood commissions, and the financial aid extended by the farm credits companies of Mississippi, Arkansas and Louisiana will enable most to re-establish themselves in a short while.

Farmers are going back to their lands as rapidly as the water flows off. Many have replanted, and these crops are coming up. With favorable weather fair crops will be made in most sections affected by the floods.

Cities and towns which were planning improvements are going ahead without hesitation; State and county work is progressing. Many millions of dollars will be invested in new public works—roads, streets, sewage systems, etc., and additional millions in repairing damage by the floods.

The public service companies and other corporations are rapidly repairing whatever damage was caused to their properties, and proceeding with their previously planned construction programs unaffected by flood conditions. There is no faltering or doubt anywhere. Our own companies were most fortunate. We suffered little damage because of the floods, and were enabled to render great service by maintenance of electric service, and aiding communities in reconstruction work.

None of the cities and towns served by our system of interconnected electric power stations suffered deprivation of electric service or water service for any length of time. In some few places where flood waters covered transformer stations, it was necessary to install transformers above the waters, but this was accomplished by members of our organizations without loss of time, in many instances at great risk to themselves. We have two river crossings—one at Vicksburg and another at Greenville—tying together the systems of the Mississippi Power and Light, with those systems of the Arkansas Power and Light and Louisiana Power and Light companies. These 110-kv lines held throughout and enabled us to provide Greenville and other towns in Mississippi and Arkansas with electric service, although these communities were under water. The maintenance of electric service, and the benefits of interconnection were remarked upon by Secretary of Commerce Hoover on a visit to Mississippi, who contrasted the dismal, more hazardous conditions in towns without electric service and those with service for power and illumination and the morale-sustaining value of illumination.

All are going ahead, the small farmer working early and

late. The large farmers planning reconstruction, and working to take care of his tenants—a wonderful spirit. The large planters seemed less concerned about their personal situation than anxiety over the welfare of tenants. "I must take care of my tenants," said one, and that seems the view of all.

With the Government undertaking a definite plan for prevention of future floods along the Mississippi and its tributaries, this part of the country will go forward even more rapidly than in the past. We feel that the entire nation is interested in and will work with us, and that is giving us additional strength to "carry on."

The losses have been great. No use denying that. But the benefits and the good to come of this year's floods will more than offset losses. A better spirit, a greater knowledge of our own strength and resources; a better understanding throughout the nation, and increased production will ensue.

C. P. COUCH.

Vice-president and General Manager.

### Expects Rehabilitation to Be Rapid.

Draughon's Business College.

Shreveport, La., May 31.

*Editor Manufacturers Record:*

The work which you are now doing in the interest of the Mississippi River flood sufferers, and that great section affected by the flood, is certain to hasten rehabilitation and the return of prosperity to the South.

There's just one thought that I, as a reader of the MANUFACTURERS RECORD and as a citizen of the South, trust you will keep constantly before the people of the nation. While the recent flood not only caused untold suffering and the loss of many millions of dollars in property damage, as well as demoralized business in all sections adjacent to the flooded district—the very heart of the South—the stamina of these flood sufferers and of the Southern people, plus the great work that is being done by the Red Cross and the machinery set in motion by Secretary Hoover, assure us that rehabilitation will be quick and rapid, and that prosperity as has not been experienced in the South for several years will be the result a few months hence.

GEORGE A. MEADOWS, President.

### Lions Clubs of Arkansas on Flood Matters.

Among the resolutions adopted by the Arkansas district of Lions Clubs in convention at Hot Springs, Ark., May 24, in regard to the flood situation, is a lengthy one by Hamp Williams, a banker of that city, closing with the following:

"Therefore, be it Resolved, that the Order of Lions in their district meeting now assembled in Hot Springs, National Park, Ark., go on record as favoring an immediate relief measure by Congress for the losses already sustained by these people and protection against further destruction from overflows as quickly as possible.

"And be it Resolved, that we petition and beg our honored President Coolidge to forthwith and immediately call Congress together in special session and that he recommend the appropriation of such sums as are necessary out of the Treasury of the United States to reimburse the flood sufferers of the Mississippi river overflow for their financial losses in full.

"And Further, that Congress be requested to put in operation a program that will protect us from further damage in the future.

"For all this, we pray.

"And be it Further Resolved, that a copy of these resolutions be forwarded to President Coolidge and each member of United States Senate and a copy also be forwarded to our National President of the Order of Lions and he be requested to recommend a similar resolution to be adopted by the National Order of Lions at their next annual meeting."

### The Problem of the Mississippi Is So Vast That the Nation Must Study It.

Atlanta, Ga., May 25.

*Editor Manufacturers Record:*

I quite agree with you that "the Mississippi flood is the most urgent matter before the people of America today." I have read with a great deal of interest what your paper has had to say about the Mississippi flood and I think that you have a better vision of this vast problem and a deeper conception of this great disaster than any editor who has written on the subject.

I hesitate to express an opinion as to the solution of this problem, first, because I am an engineer and, secondly, because I lived for 20 years on the banks of the Mississippi and have seen these mighty floods. I have associated with engineers who have spent their lives studying this great problem. My father was a Mississippi steamboat engineer before the Civil War and has told me much of the conditions in the early days, when many of the districts had practically no levees.

The problem of control of the Mississippi River is so vast and deep and mighty that the answer is not in sight. There can be no question that the United States Government is the only agency strong enough to deal with this situation, and even our great Government will have a problem which makes all other engineering work sink into insignificance.

I have understood that Mark Twain visualized the control of the Mississippi some years ago, when he said: "The Lord Almighty made the Mississippi and turned her loose and she's been doing as she pleased ever since."

I think it is unfortunate that engineers who mean well have expressed themselves as to means and methods without a full study of the problem. It is equally unfortunate that men who will be in position to pass the laws which will control the disposition of this question are being unintentionally misled either through lack of information or by listening to local engineers who have no conception of the problem.

As I see it the control of the flood waters at Dayton, Ohio, and the control on other isolated rivers are only laboratory experiments when compared with the control of the flood waters of the lower Mississippi.

It is the duty and province of the United States Government to assume responsibility for the solution of this problem. Approximately 30 States are affected and their efforts must be co-ordinated. If a solution is undertaken individually or severally, it will result in great confusion and ultimately in a disastrous failure. A broad scheme must be worked out by men of ability and of great strength of character, and the resources of the nation and the heartiest support of our people must be given this controlling body.

Ultimate control of the Mississippi must be based on so comprehensive a plan that all interests will be co-ordinated and the one thought be what is best for the common good.

Engineers not thoroughly advised should withhold comment and useless suggestions, and especially abstain from ill-advised criticism of the engineers who are on the job.

Looking at the present disaster from a humanitarian point of view, I believe that the Johnstown, Miami and Galveston floods, Mt. Pelee disaster and the California earthquake sink into insignificance. Would that it were in my power to make the American people visualize the misery and suffering!

Were it not for the great strides made by the medical profession, which have enabled the relief forces to administer toxins and anti-toxins, the disastrous consequences and loss of life in the flooded area would startle the nation.

This is not time for lethargy or criticism. Much is to be done, and it must be done now. Everybody must help and everybody must give, even if only a thought or only a penny.

WILLIAM F. WILCOX.

# Continuous Sheet Steel Rolling System.

Perfected by the American Rolling Mill Company at Its Ashland, Kentucky, Plant.

By GEORGE K. GAUFF.

It has been said within the past few years that the steel industry has been laggard in developing new processes of manufacturing. However, after inspecting the system of continuous sheet steel rolling or "making hot metal into finished sheets," which has been perfected by the American Rolling Mill Company at their Ashland (Ky) plant, we can safely say there is no truth in this statement. If this is indicative of further developments to come, we can predict a bright future for the iron and steel industry.

This is the day of revolutionary happenings in industry as a whole. Swift is the stride. Today some activities are going along on the same even tenor as in ages past, but tomorrow sees the completion of a new idea, the fulfillment of some one's dream, and yesterday's scheme of things is dramatically swept into the discard. It is no mere figure of speech to say that science and invention are two young giants striding in seven-league boots.

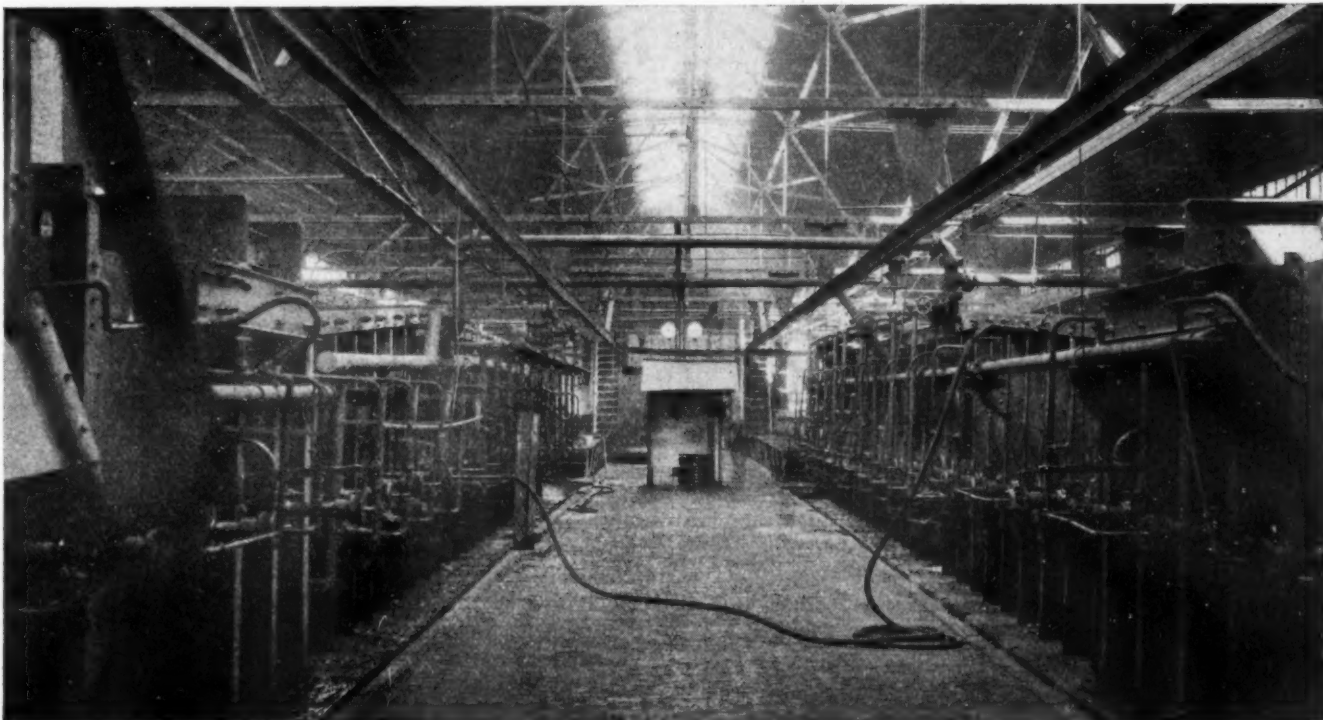
Only a few hours ago, as it were, the world was startled by hearing the human voice picked out of the air. Yet more recently all Europe has been at the feet of a 25-year-old boy who took a notion to fly to Paris—a few gallons of gas, a toothbrush, safety razor, couple of sandwiches, and a few swallows of water and he was off. And all of this very much as we get ready for a little jaunt in the old automobile.

Even as these spectacular events came breaking upon us with sudden swiftness, other great movements less spectacular, but none the less revolutionary, get under way. In Ashland, Ky., a group of men have upset the generations of tradition and practice in our great basic steel and iron industry. This unit of the American Rolling Mill Company, in defiance of opinions and practices, has designed, built and put into successful operation a continuous mill, which has made "from hot metal to finished sheets" an established fact.

Just how revolutionary this movement is, is better realized when we know that upset precedent goes back as far as 1750 when a Welsh landowner secured a royal patent from the then reigning monarch of England to manufacture iron sheets in a rolling mill by a process which was developed in Saxony. A plant was established in Wales and a method of rolling sheets perfected that came to be known in the present generation of the steel industry as the Welsh method. The tonnage was meager, but operatives were well paid, so well paid, in fact, that it became a tradition in the industry that no one would be permitted to learn the trade but members of the family already engaged in it.

The McKinley tariff which placed a duty on tinplate encouraged the development of tinplate rolling mills in the United States. Soon small plants sprang up in various sections of the country and Welsh rollers came from abroad to operate the mills. The use of sheets was first mainly confined to building projects, such as roofs and gutters, or to common utensils, such as pails and cans. As civilization advanced new demands were made upon sheets for the fabrication of products formerly made of wood or cast iron. The most conspicuous was the automobile. A cheaper form of material for both the bodies and fenders had to be secured. Here large tonnages of sheets as differentiated from *terne* plate were required.

In the days of wooden bodies 15 to 20 coats of paint were considered necessary, but the steel sheet manufacturers supplied a surface requiring but a few coats of enamel after forming. Body designs presented the problem of producing a quality sheet which could also be drawn into all intricate shapes without damage to the surface. These things accomplished, the automobile industry, during the past few years, has flooded the sheet market with its demand which last year



BATTERY OF ANNEALING FURNACES, WHERE EVERY SHEET IS HEAT TREATED WITH PRECISION, CONTROLLED BY ELECTRICAL PYROMETERS.

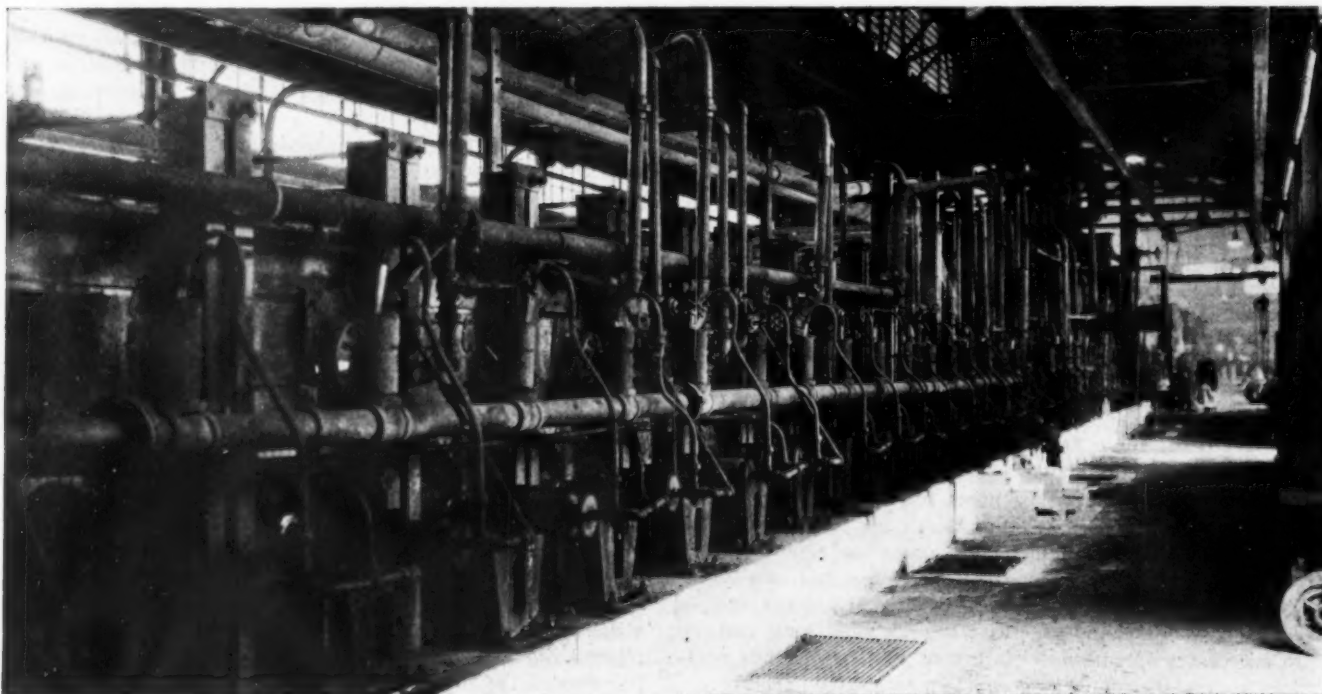
amounted to more than 40 per cent of the entire output. Who can tell but what the industry will some time produce colored sheets, thereby eliminating painting.

Better hot-rolled sheets and more hot-rolled sheets have been the problems of every manufacturer. Methods of mechanically hot-rolling sheets had long been the dream of the industry, but the expensive failures made in such attempts loomed up like gigantic specters.

These difficulties were fully realized by the American Rolling Mill Company. The successful solution of certain other problems in iron and steel sheet manufacturing proved an incentive to the ARMCO organization to work along the lines of directly converting the hot metal into the finished sheet by continuous operation. A number of experiments were

piece or pack, it was discovered that the best controlled active passes were those in which the shape of the piece in the active pass was different from the shape of the piece before entering the pass. This discovery led immediately to the system of control which has removed to a large degree the limitations in width and thickness, which had formed the stopping place of continuous rolling processes of the past.

Like other departures in industry, the thing is simple, once you know it. The basis of the new developments lies in the control of the various factors going into the formation of the active pass so that a piece is rolled with a slight convexity, and each active pass following the other cuts down the convexity and makes the piece more parallel surfaced. The problem of using side guides to feed a thin, wide piece of metal is



CONTINUOUS FURNACE FOR LIGHTER GAGE SHEETS.

made to outline the scope of the problem. Idle mills during the late war gave opportunities for further experiments. The fundamentals of rolling sheets had to be discovered and the control of these fundamentals invented.

As the investigation progressed it was shown that almost infinitesimal measurements, running in ten thousandths of an inch, had a profound influence on the finished product. The problem was further complicated by the fact that when a sheet passes through a pair of rolls the conditions are changed from those which exist without a sheet in the rolls. New terms were necessary to adequately describe the conditions. The term "active pass" was adopted to describe the space between the rolls while they are in engagement with the piece being rolled there between. It was also necessary to make measurements of temperatures of revolving mills as well as the material being worked upon and also the sizes of rolls in figures that were not previously considered significant. It was the universal belief up to that time that in order to successfully roll sheets, the rolls, while the sheet is passing through, had to be as nearly a true cylinder as possible. On the contrary, it was learned that a true cylinder cannot possibly roll wide, thin sheets.

The analysis of the old Welsh process showed that the active passes were not always such that the rolls were truly cylindrical. Although the practices of rollers in the rolling of sheets was performed by tradition on but one set of rolls which were supposed to give their particular shape to the

done away with by this control, because the rolling of slight convexity into the piece, which is preserved but reduced in each pass, forces the piece to travel through the roll stand in a straight line, as if in a closed pass. With truly cylindrical active passes the piece will tend to travel toward the necks in a manner which side guides are completely inadequate to control, due to the thin, wide nature of the product being formed.

In the rolling of narrow strips on a strip mill there is little difficulty in guiding the material, but as the width of the sheet increases these difficulties become much greater, a fact which those who have endeavored to roll wide, thin sheets in the past have found to their discouragement.

The Ashland development of the American Rolling Mill Company was based upon the composition, size, surface and shape of the rolls, as well as the temperature controls on the rolls, the pieces being rolled, and the screw control on the rolls, followed along mathematical lines, once the factors were known, and the control process discovered. With the new problems it was possible to work out new mechanisms for handling the material. Thus, again, do we see another demonstration of the far-reaching influence of science and invention as applied to industry.

The actual operation of this system is as follows, starting with the open hearth. This consists of six furnaces of approximately 100 tons, to the total capacity of 30,000 tons per month. This is operated by coke and natural gas, and is



ELECTRIC-DRIVEN BLOOMING MILL WHERE THE INGOT IS MADE INTO A SLAB.

equipped with one 600-ton hot-metal mixer, two 125-ton Alliance ladle cranes, one 75-ton Alliance hot-metal crane, two low-type Alliance chargers and two new furnaces under construction. The ingots from this furnace are 19 by 39 inches and weigh on an average of 11,000 pounds. From here the ingots are taken to the soaking pit building, which is 315 feet long and equipped with a crane with a span of 75 feet. The soaking pit building is equipped with five 4-hole pits 6 by 8 feet, coke oven and natural gas, two 10-ton Morgan charging cranes and one ingot chariot. From here the ingots are taken to an electric reversing blooming mill, which has a 1500-horsepower motor generator set. The blooming and bar mills are in one building 392 feet long, which is equipped with a crane with a span of 75 feet 6 inches. The ingot is here reduced from 19 by 39 inches to 4 inches by 36 inches by 23 feet.

The bloom which is now transformed to a slab is carried on a conveyor to a shear and holding furnace 30 feet long. After shearing, part of the slab is held in this furnace so that it retains its heat while the other part is going through the rolls. The bar is then rolled through seven 2-high 30-inch by 58-inch balance mills, with vertical edgers, which are after No. 2 and 4 mills and driven by No. 2 and 4 mill drives. These mills are driven by Falk double-reduction drives. This

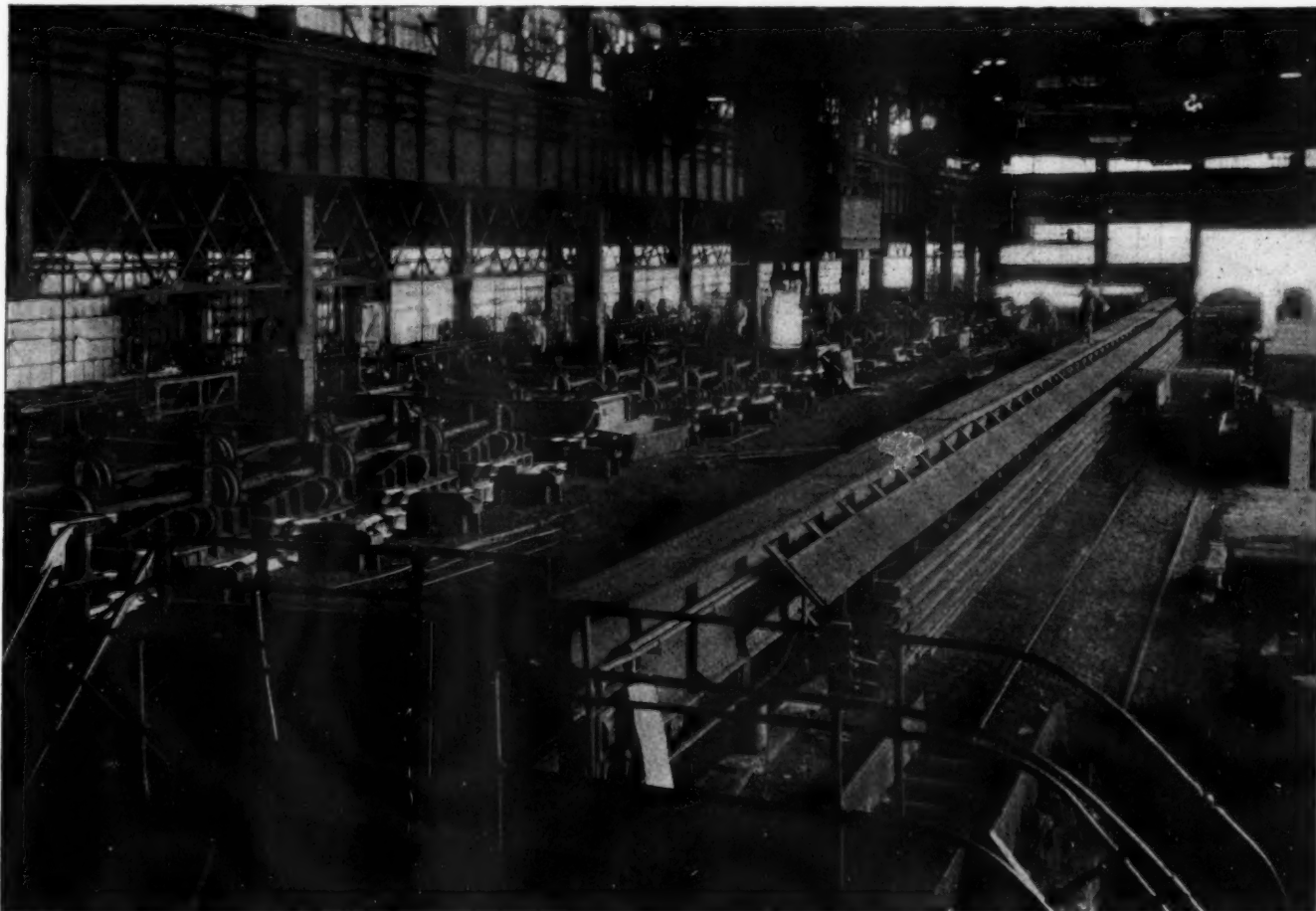


ROLLING BAR PLATE TO 16 GAGE.

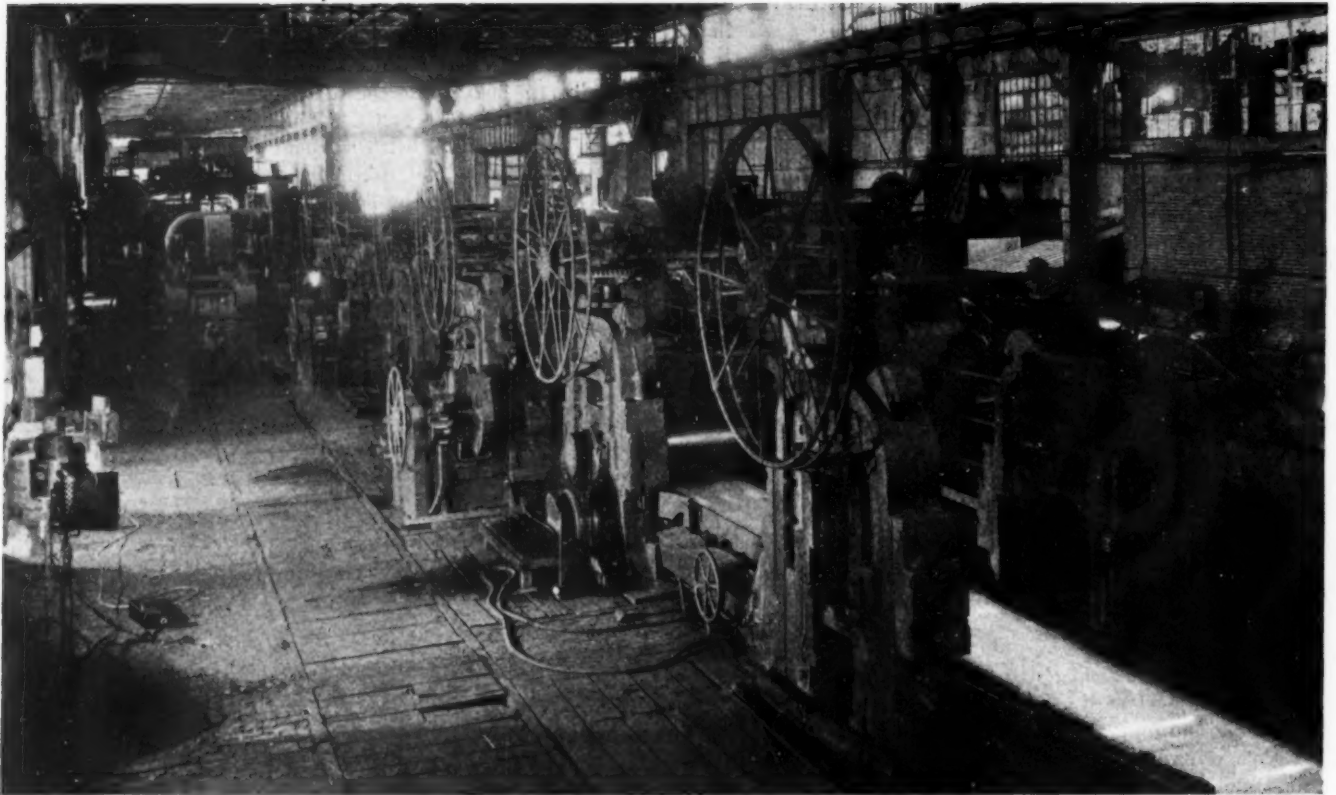
The 5-ton ingot is now a 16-gage sheet.

mill reduces the slab from 4 inches to  $\frac{7}{16}$  of an inch and this product is taken either direct to the jobbing mill or delivered to bar plate storage yard to be cut into sheet bars for the conventional type of hand mills.

The jobbing mill is 254 feet long and is equipped with a 75-foot crane, a furnace 30 feet long, and shear and seven



SOAKING PITS, WHERE 5-TON INGOTS ARE HEATED BEFORE BEING MADE INTO SHEETS.

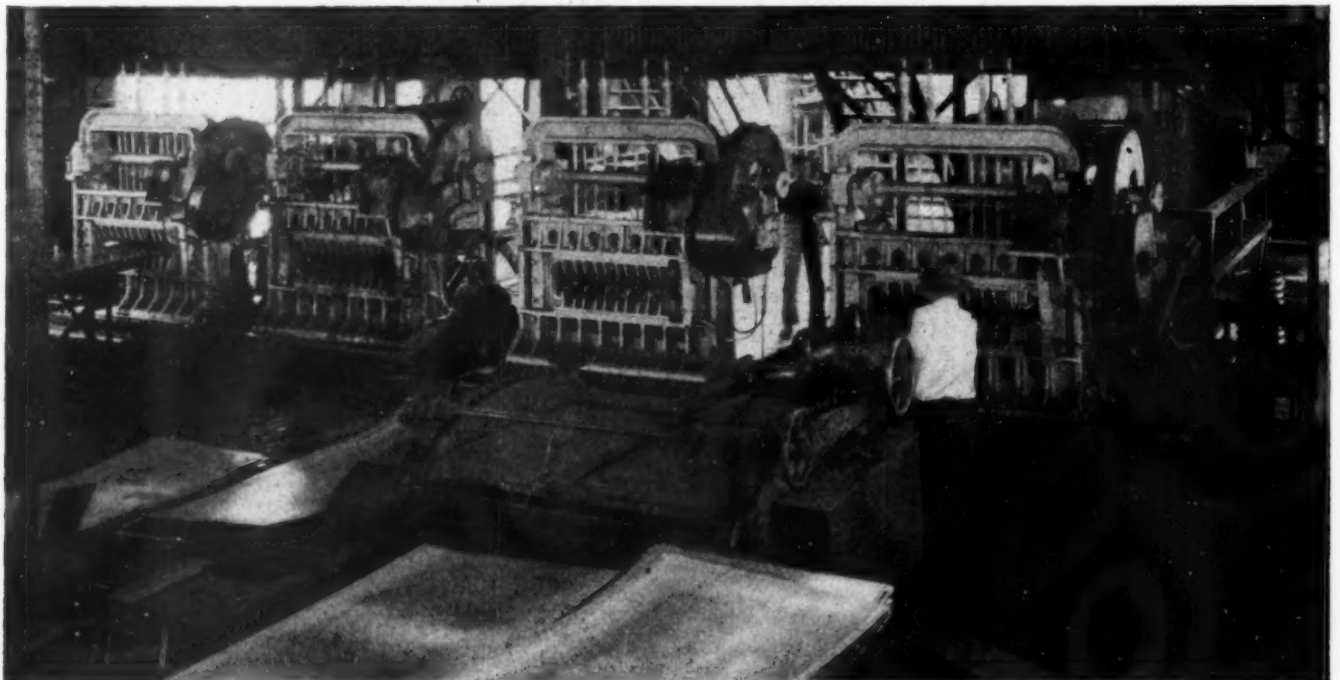


SECOND ROLLING OPERATION—SLAB TO BAR PLATE.

mills. In the jobbing mill process the plate is reduced to No. 16 gauge 45 inches wide, and the average gauge is about No. 13. This material is then taken to the warehouse for distribution to the pickler and annealer, or continuous sheet mill.

The material for the sheet mill is called rough plate, and it takes the place of the roughed out sheet bars in conventional sheet mills. The sheet mill is 254 feet long and is equipped with a 50-foot crane. The next step is the shearing of the rough plate before it goes into a continuous heating furnace 140 feet long. Then in pairs they are passed through

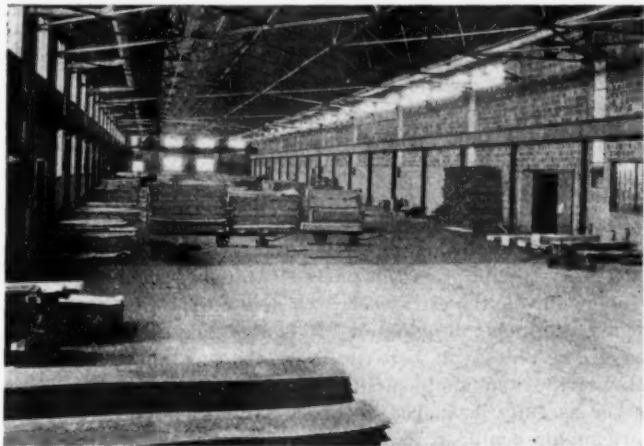
five 3-high 30 by 14 by 48 mills driven by Falk double reduction drives and Westinghouse motors. There is a reheating furnace after No. 2, 3 and 4 mills. After going through this process it is now No. 20 gauge and 41 inches wide. The shearing is then done by rotary side trimmers and cut off shears for end shearing, which are arranged in tandem. The sheets are then taken to the continuous strip annealing and pickling building. The sheets are stitched end on end and are then run over loops to the furnace, from there into the pickler, then over loops and into the shears where the stitched ends are cut off. There is a loss of less than 2 per cent on



STITCHING THE SHEETS INTO A CONTINUOUS RIBBON FOR FURTHER PROCESSING.

account of the stitching and shearing. The pickler tanks were manufactured by the Hauser, Stander Tank Company of Cincinnati, Ohio.

The sheets are then taken to the cold-rolls building, which is 360 feet long and contains two parallel 75-foot runways, and are then passed through the cold rolls to give them proper surface. The cold rolls are driven by Westinghouse motors and Falk single reduction drives. They are then taken to the box annealing furnace on cars 12 by 15 feet with 30,000 pounds of sheets on each car. Each furnace is equipped with special charging machines built by the Morgan Engineering Company of Alliance, Ohio. This annealing process has been perfected to give bright annealing instead of the usual blue



ASSEMBLING WAREHOUSE FOR VARIOUS SIZED SHEETS.

finish. From here the sheets are taken through another set of cold rolls for tempering. From there they are taken to the inspection and shipping departments. The inspection department is equipped with a field control laboratory, and each lot of sheets is given the Olsen test for depth of draw, microscopic test for texture, Bent test and the Rockwell test for hardness. The sheets are then tied with special binders and loaded on ends in box cars. The loading is done by an electric lift truck made by Elwell-Parker Company of Cleveland.

One of the features of the entire method so far as the human element is concerned is that every workman in the mill knows for whom the sheets on which is working are being made, and for what purpose. He knows whether that particular sheet is to go into a Chevrolet fender, a Hudson body or into a Frigidaire. The mill is manned almost entirely by 100 per cent native Kentucky labor, which has been found to be of a very high type.

The American Rolling Mill Company in giving out the information regarding this system has made a major contribution to the iron and steel industry.

The perfection of the system is due in a great measure to the magnificent spirit of co-operation throughout the entire ARMCO organization.

### Bids on Dam for \$4,000,000 Power Project.

H. D. Nepham of New York, president of the Black River Hydro-Electric Company, wires the MANUFACTURERS RECORD that his company will receive bids until June 24, in the office of W. A. Fuller, chief engineer, Railway Exchange Building, St. Louis, for the construction of a dam at Piedmont, Mo. Harrington, Howard & Ash of Kansas City, Mo., are the consulting engineers. The dam, it is said, will be located 30 miles north of Poplar Bluff, Mo., and will be a unit of a power project expected to cost \$4,000,000. W. E. Meredith of Poplar Bluff is vice-president of the Black River Hydro-Electric Company.

### Kraft Paper Manufacturers Vs. Cotton Bags, and Both Are Southern Products.

Southern Kraft Manufacturers' Association.

New Orleans, La., June 8.

*Editor Manufacturers Record:*

V. H. Kriegshaber's article in the Building Supply News of May 3, advocating cotton sacks instead of paper, as quoted and favorably commented on in your issue of June 2, gives incorrect conclusions because it overlooks some of the facts.

It is true that cotton sacks "are rebated at 10 cents each" when returned, and consequently, considering this credit, cement packed in them costs 15 cents per barrel less than when packed in paper, but whoever heard of sacks being returned 100 per cent and who with practical experience does not know of the losses from carelessness, stealing and injury. And if more than one sack of the four misses credit there is a loss in buying in cotton sacks instead of a gain.

In addition, what about the time it takes to collect, pack and ship the cotton sacks which are returned? What about the susceptibility of the contents to damage by water in the cotton sack over the multiple-wall paper sack, which has four thicknesses of 40 pounds and one thickness of 50 pounds paper? What about the saving of time in getting out the contents of the paper sack?

The multiple-wall kraft paper sack is the coming package, not only for cement and hydrated lime, but for a multitude of other products, such as flour, sugar, coffee, rice, etc. It is strong, dustproof, water resisting, low priced. It is growing in favor daily. I saw a letter not long ago from the official in charge of packing of one of the largest cement companies in this country, in which he stated that he considered it the best package ever devised for cement.

Kraft paper is just as good a Southern product as cotton; I see no reason why you should advocate one over the other.

C. E. Dobson, Secretary.

### What About Similar Tax Relief for Cut-Over Land Owned by Farmers?

Ouachita Valley National Farm Loan Association.

Monroe, La., May 25.

*Editor Manufacturers Record:*

Your Daily Bulletin, May 19, contains an article by P. M. Hammonds, realtor, Memphis, Tenn., concerning his views with respect to the exemption from taxation of all cut-over lands in the nation.

Farmers who are now taxed far beyond their capacity to pay, and much higher in proportion than any other business, would not suffer this form of discrimination without protest. It is true that marketing conditions, rendered bad by lack of co-ordination of the farmers themselves, and an utter lack of some sort of agricultural policy by our Government, have apparently shown a need to curtail production, but this condition is purely an economic offense to society, engaged in by both principals, and very unintentionally, of course.

It is actually true, we are told, that the millions of people on earth are ahead of want by only a few months, when seemingly there is plenty for all. But all do not have plenty and if the present dislocation of our economic scheme of things were straightened out more satisfactorily overproduction as it now exists would not be known. But it must be granted that overproduction can exist under any circumstances without some kind of policy of control. So much for the thought that we need less agricultural activity.

Certainly, some system of reforestation should be worked out with the view to the lowest possible taxation, and conditioned upon owners giving best attention to augmenting the growth of timber and protecting it from fires. This would be national economy and would mean big money to landowners in the future.

J. H. WATKINS, Secretary.

## Great Development Under Way Adjacent to New Orleans.

By THOMAS EWING DABNEY, New Orleans.

On June 18, the town of Slidell, La., will give a party and it is inviting the world to attend. It has broadcast the invitation to mayors and chambers of commerce in the territory from Alabama to Texas and as far north as Shreveport, La., Jackson, Miss., and Montgomery, Ala. The town has raised \$6000 for the entertainment; the parish of St. Tammany, \$3000; and certain large interests whose future is bound up in the development of this section, \$6000. Slidell is making preparations to receive 10,000 guests, and Homer G. Fritchle, general chairman of the entertainment committee, thinks it not improbable that 20,000 will attend.

The fact that such a town, with scarcely 3000 inhabitants, is able to carry out a plan of such magnitude is significant of the spirit of development that has struck this section. The occasion is the celebration of the beginning of work on the Watson-Williams bridge across Lake Pontchartrain, the \$5,500,000 structure, the longest of its kind in the United States, that will give New Orleans its first direct automobile connection with points east. Construction has already made such rapid progress that the builders are now predicting its completion by Christmas, two months ahead of schedule. The celebration will also be significant of the fast approaching day when New Orleans and this section will have made the most definite progress in development in recent history.

Slidell calls itself "the Gateway to New Orleans." It is in St. Tammany parish, which lies on the northern rim of Lake Pontchartrain, and the last town that one passes, on the Old Spanish Trail, en route to New Orleans, and the first that one passes leaving New Orleans. It will be 45 minutes from Canal street when the bridge is finished—a short 26 miles; and from being a creosoting and brick-making center, of limited outlook, it is now in a fair way of becoming an industrial center of considerable size, part of the development of New Orleans itself, and a suburban resort of that metropolis.

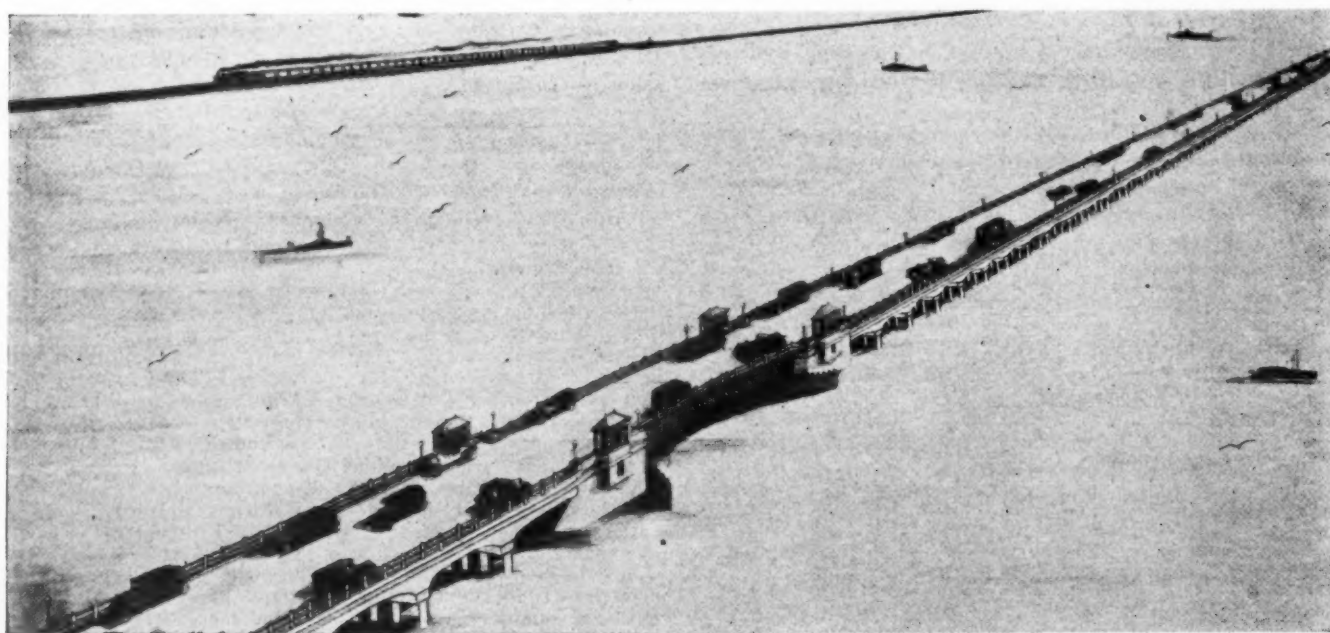
But Slidell is not spending \$15,000 to celebrate what it may do. It is celebrating because of what it has done—it

and the parish of St. Tammany, and its neighboring country, known as the Florida parishes.

This country, lying from 20 to 75 miles from New Orleans, depending on the method of transportation and the section in question, has always been the resort territory closest to New Orleans, a beautifully wooded section, with dainty rivers, a long beach front, good hunting and fishing, artesian water, rolling lands, and a general scenery that reminds one more of the rugged Carolinas than it does of flat Louisiana. Transportation connections, however, discouraged Orleanians from developing these resorts on a large scale. It is true that the Southern railroad passes through Slidell and the Eastern end of St. Tammany; that the New Orleans Great Northern sends one of its branches to Bogalusa, in Washington parish and beyond, and the other to Lacombe, Mandeville, Abita Springs, and Covington in St. Tammany, and that the Illinois Central passes through Ponchatoula and Hammond in the strawberry section of Tangipahoa, and sends a branch to Covington. It is also true that lake ferries have for years run between New Orleans and Slidell and Mandeville and Madisonville, but commuting facilities were never as fully developed as in the Gulf Coast territory, and Orleanians could go farther to the Gulf Coast and make it in less time and with greater convenience. So St. Tammany lay dormant.

But within the past two years, the Gulf Coast has seen a development that has run up the prices of real estate—and that means the rental values on the houses which Orleanians formerly secured for such nominal sums—to an extent that only the wealthy can afford to go there, and Orleanians in general are finding out the advantages of St. Tammany. Though the values of St. Tammany and the Florida parishes have made amazing advances, by comparison with the past, they are still cheap, relatively speaking.

Accessibility of this country has greatly improved. Rail- and boat service has seen little change, but the automobile has been the new factor. Several months ago, the new New



\$5,500,000 BRIDGE UNDER CONSTRUCTION ACROSS LAKE PONTCHARTRAIN—TO BE FIVE MILES LONG.

Orleans-Hammond highway was opened, a direct route into this country around the western rim of the lake, and from there to Chicago and the Middle West. The highway to the East has been open for more than a year, via ferries at Chef Menteur and Rigolets, a great improvement over the six-hour boat ride which motorists formerly had to take to get out of or into New Orleans, and this route will be shortened by about one hour with the completion of the Watson-Williams bridge, for it takes that long or longer to make the ferry crossings. And one hour is one-third of the average motor-

more than usual interest because of the completeness of its development, was bought for \$17,500 in 1925. In improvements, \$80,000 has been added, and the retail selling value is now estimated at \$325,000. Most of the sites have been sold, on this basis, and homes have already been built. Near Covington, a river-front tract of less than 150 acres that two years ago sold for \$6500, sold last year for \$30,000, and it could not be moved now for \$50,000.

The Mandeville-Covington section of the parish has not felt the impulse as strongly as the east end, centering around



MAIN STREET IN BOGALUSA, ONE OF THE BEST LAID OUT TOWNS IN THE SOUTH.

The Great Southern Lumber Company is trying to make a model city here. The mayor is Col. W. H. Sullivan, general manager of the lumber company.

ing time between New Orleans and Covington, the farthest-off center of importance in St. Tammany; it is one-half the time to the closer sections, such as Slidell.

While the movement resulting in these developments was getting under way, St. Tammany was putting its house in order against the time when the world would come, see and buy. Between 1914 and 1922, the parish put out four bond issues for general highway construction, totaling \$1,380,000. Between 1922 and the present time, it has undertaken \$455,000 of highway construction. The lakeside resort Mandeville within the past year has spent \$55,000 in general beautification and public improvement. Slidell and Covington have spent many thousands of dollars in sewerage and waterworks. The Louisiana Public Utilities has bought out the local power plants and is now putting in a central service that will serve an immensely increased population, and make it possible for more industries to establish, and is putting the price of current so low that already many families are using electric ranges.

Similar developments have been made in Washington and Tangipahoa parishes and in other parts of the Florida parishes. This section today is crossed, in many directions, by gravelled highways that compare with the best in the South, and the agitation is strong for hard-surfacing main lines.

This is the big fact behind the steady buying of St. Tammany property—and in a lesser degree lands in the Florida parishes—during the past two years. Another factor in the increase of values has in the meantime made itself felt—the possibility that the Florida parishes may become an oil field. The Texas Company and the Roxana Company have taken up thousands of acres in leases, and have made many seismograph tests. There are reports that several domes, which may indicate the presence of oil, have been located, but nothing definite has been announced by the companies.

Some idea of the increase in land values in St. Tammany parish may be gained from the following typical examples:

A 750-acre tract of marshland along the approach to the lake Bridge, near Slidell, that two years ago brought \$6.50 an acre, has recently been sold for \$112 an acre. At Mandeville, the land for West Beach Parkway, a sub-division of

Slidell, for two reasons: First, it is further from the bridge and quick connection with New Orleans; Second, leaders in that section have been so disappointed because the route they favored was not chosen, that they have not yet been able to see what the bridge now being built will mean for their section, and they have not made anything like the publicity effort of Slidell. The movement has been still less in the Madisonville section, a few miles to the west of Mandeville. Madisonville is the second oldest town in Louisiana, an amazing bower of liveoak trees, lying on the Tchefuncta river and only a hop, skip and a jump from Lake Pontchartrain. No railroad touches it, but with proper development effort, its resort possibilities are capable of great advancement, because of fine automobile highways.

Here is what one of the more conservative real estate men of the Mandeville-Covington section says about values: "Front foot values in Mandeville facing the lake have doubled during the past two years. Sales prices during the past year have averaged around \$70 a foot for unimproved property, and \$100 to \$125 for improved property. Future sales are bound to bring \$100 a foot for unimproved property. Acreage fronting on streams such as Tchefuncta river, Bayou Lacombe, Bogue Falaya river, etc., range in price from \$100 per acre, in the unnavigable sections, to \$1000 an acre in navigable sections. Frontage on gravelled highways ranges from \$75 an acre to \$200 an acre."

If anything, these prices are understated. When it is remembered that these lands a few years ago were a drug on the market at \$20 a foot and \$10 an acre, their present values show a remarkable advance, but the advance has not been as great as the Gulf Coast has shown, and prices, in the final analysis, are very low. Translated into terms of the family pocketbook, they mean that one may buy beautiful homesites for \$500 to \$5000.

There is no land boom in this section, though there are a great number of subdivision developments. In fact, very little land is for sale. This is one of the most interesting features about the entire movement. St. Tammany parish contains about 560,000 acres of land. Of this, 400,000 acres are owned by 34 persons or companies. Five individuals or companies own more than 211,000 acres. None of this land

is now on the market. A great many owners of smaller tracts, ranging from 40 acres to 200, have not put their lands upon the market, and have no intention of doing so for some time. And a large acreage is of course retired from the market because of the permanent homes built thereon. Making all allowances, it is probable that a scant 100,000 acres of land in St. Tammany parish are on the market today, and of this, only a small percentage can be considered as having resort and residential possibilities. The rest has a future as farm land only.

Farming is making a struggling come-back in this section. It is muddling through all discouragements to which farming is subject in these times. The soil is productive enough: records of a bale of cotton to the acre are common. The trouble has been in finding a market, with a price, for what has been wrested out of the earth and weather.

"Come-back" is the right word. Farming used to be a really big industry in this section—big in acreage and product, and big in relative price. Covington, at the head of navigation on the Bogue Falaya river, was a shipping and trading center of importance in cotton. There were large cotton and sugar plantations in this section, and thousands of acres formerly in cultivation returned to the wild during the dark days that beset farming.

Tangipahoa has been the Moses to lead the Florida parishes out of the wilderness of unproductive effort. Through the organization of the Strawberry Growers Selling Organization, a cash-on-the-nail market was developed. No more consignment shipping. The strawberry industry was the first to be developed under this system, and its returns have been large. Yields of \$500 to \$1000 an acre, and in some cases even more, have been taken off. This does not mean to say that every strawberry farmer will make \$500 to \$1000 on every acre in which he sticks his hoe. But it is a fact that the industrious farmer can average \$200 an acre on a most conservative estimate. The strawberry crop of Tangipahoa during the past two seasons has totaled about \$7,000,000 a year. Plantings this past season were about 35,000 acres.

From one crop to another, when there is a paying market waiting, is only a step, and general trucking is now beginning to assume large proportions in this section. Heads of strawberry associations, and parish agents are preaching against the one-crop situation, no matter what that crop is, and the fact that two and three crops a year can be raised in this section, has also been an influence. There are few strawberry owners who aren't ready to go ahead with beans, sweet peppers, cucumbers or some other truck crop by the time they have taken the cream off the strawberry fields in May.

General trucking is making probably better progress in

St. Tammany and Washington parishes than strawberry growing. The New Orleans Great Northern Railroad has recently completed its first shipping shed in St. Tammany parish at Abita Springs, and it was built because of the heavy carlot and broken shipments of vegetables that developed during the past year. About 50 full carloads of beans, cabbages, potatoes and mixed vegetables have moved out of St. Tammany parish this year. They brought a good price. For the first time on record, buyers came to this parish and paid the farmer for his produce as he delivered it aboard the car. Besides the above, there is a pretty heavy express movement, in smaller lots. Officials of the New Orleans Great Northern feel considerably encouraged. This railroad heretofore has existed primarily for the Great Southern Lumber Company, and has just about paid its way. With the prospect of developing more freight along its main line, which runs from New Orleans to Jackson, Miss., and along its shore line, which runs from a connecting point at Slidell to Lacombe, Mandeville, Abita and Covington, its future is considerably improved. Recently, it made a traffic arrangement with the Burlington, by which that great road secures a port outlet at New Orleans, a facility for which it has been working many years. By fall, it will have begun the development of a large movement of grain. For the present, the Burlington intends to devote its energies to the freight business; later, it will probably take an interest in the resort and tourist industry. The Burlington, the Illinois Central and the Southern railroads give this section direct connection with some of the principal markets of the country.

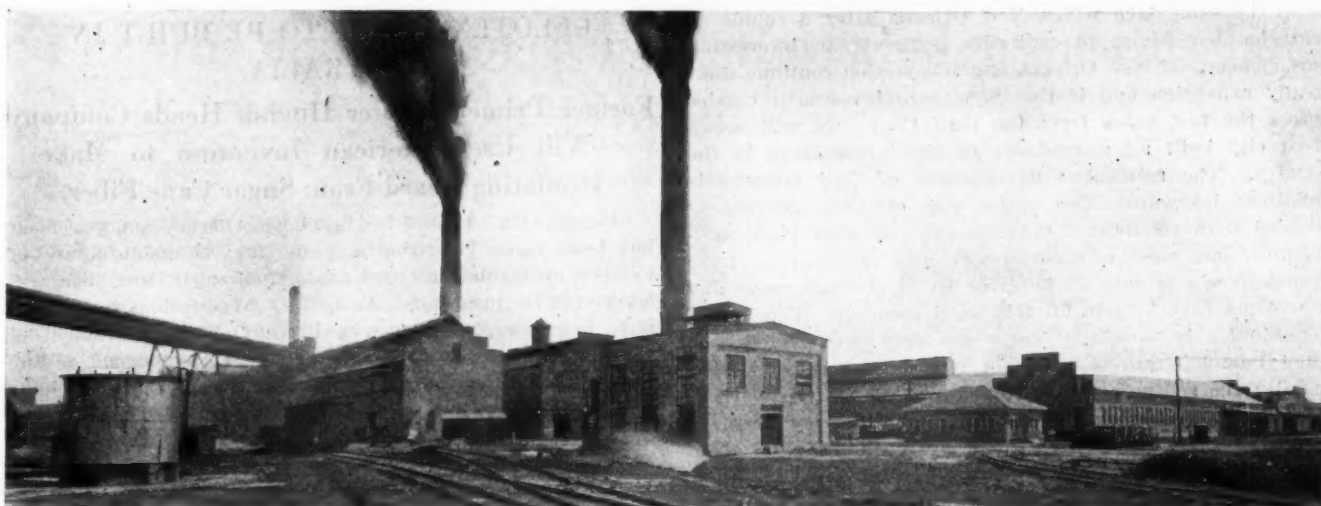
The impulse to farming has increased the value of agricultural lands during the past one or two years from \$5 to \$10 an acre, to \$25 to \$100, depending on location and soil. It is obvious that land capable of yielding \$200 or so an acre with reasonable attention may be expected to continue in demand, and to bring still better prices.

The principal city in this section is Bogalusa, Washington parish, founded a quarter of a century ago by the Great Southern Lumber Company. Its population today is estimated at 16,500 and its annual payroll from industries, most of which are allied to the great sawmill, is nearly \$5,250,000. Besides lumbering operations, the company has developed the paper industry. Every year, the mill manufactures enough kraft paper to encircle the earth three times and the company is now trying to find a way to make book paper from Southern woods, especially gums.

By the more complete utilization of the timber yield, by developing reforestation on a gigantic scale, and by general encouragement to industrial enterprise and to farming, the Great Southern Lumber Company is making Bogalusa a



THE GREAT SAWMILL AT BOGALUSA—FOUR BAND SAWS, ONE TWIN BAND SAW AND TWO GANG SAWS CUT 8,000,000 FEET OF LUMBER DAILY.



BOGALUSA PAPER MILL—DAILY PRODUCTION 155 TONS OF WOOD PULP, 150 TONS OF JUTE LINEN BOARD, 20 TONS OF KRAFT LINEN AND 60 TONS OF KRAFT WRAPPING AND BAG PAPER.

permanent city. Here is what Colonel W. H. Sullivan, general manager of the company and mayor of Bogalusa, has to say on this subject:

"The question arises, what shall support our fair city when the original virgin stands of timber are exhausted. In so far as it is humanly possible, it is the purpose and plan of the company I represent to maintain timber production and manufacture. How can it be possible? A more complete utilization is the answer. The same amount of timber is made to accomplish a great deal more. A research laboratory, completely equipped, has recently been completed. Here, chemists will test and try out new processes of using not only pine wood but hardwoods of all kinds, which are growing in great quantities in the South, and here will be developed new and better methods of using our timber resources. Why not vision a time when, in addition to lumber and container linen and kraft paper, and paper bags, we will make book paper, white newsprint, and many of the commodities which are made of paper—dishes, cups, boxes, tooth picks, lead pencils, clothespins, and other wooden articles? Such things are for future development in this part of the South.

"To assure a constant supply of raw material, we are seeking to grow trees on our lands that are not now suited for farming or other purposes. We have reforested, by hand-planting and by helping Mother Nature do the job, about 150,000 acres of land from which the original forest has been cut. The forest policy is to encourage natural reproduction on all cutover lands as far as is practical, and to plant by hand only such lands as are without sufficient seed trees. The following table shows what progress has been made in artificially restocking our thoroughly denuded lands since 1920:

| Years         | Acres  | Trees      |
|---------------|--------|------------|
| 1920-21 ..... | 800    | 800,000    |
| 1921-22 ..... | 380    | 380,000    |
| 1922-23 ..... | 1,200  | 1,200,000  |
| 1923-24 ..... | 1,000  | 1,000,000  |
| 1924-25 ..... | 4,600  | 4,600,000  |
| 1925-26 ..... | 6,522  | 6,522,000  |
| 1926-27 ..... | 1,463  | 1,463,000  |
| Total .....   | 15,965 | 15,965,000 |

"This is costing a great deal of money. It is spent in the belief that it will ultimately work out to the advantage of all concerned. Without faith in the future, why live in the present? No one ought to be content to work a lifetime on any job that cannot be carried on and improved after he has gone.

"Bogalusa must look in more directions than one if she expects to grow and prosper. In addition to payrolls made possible through industrial concerns which may be established by the Great Southern Lumber Company and its affiliates, there is the farm development, which is becoming of sizeable proportions. There are being cultivated in truck and field crops this year in Washington parish alone about 50,000 acres of land, to say nothing of farming in the neighboring parish of St. Tammany, and the neighboring territory of Mississippi, across the dividing line of Pearl River, and within market distance of Bogalusa.

"Forestry does not stand in the way of farming. Forestry

is only another kind of farming. Farms need the forests for windbreaks and refuges for insectivorous birds, the regulation of stream flow, etc. Farming and forestry can and must be made the constant feeders of men and mills in Bogalusa and this entire part of the South."

Satsuma production and pecan planting have also made a great deal of progress in this section. Some fine orchards have been developed, but the yield has not yet reached an impressive total. Chicken ranches are springing up in a number of places. The latest to step into poultry is Walter Richardson, managing director of the St. Charles theater of New Orleans, who is going into eggiculture in a large way near Abita Springs. This isn't an amateur venture on his part: he operated a large poultry farm on the Pacific Coast a few years ago. He made a start late this spring, and the low mortality of his baby chicks has set a record in this part of the country, though it's nothing unusual in California.

Bank resources in this Florida parish section of Louisiana total about \$10,000,000. There are numbers of homesteads promoting the cause of home-building.

Besides the Watson-Williams bridge, which is now being built across Lake Pontchartrain near Slidell and paralleling the bridge of the Southern railroad, a public work of some magnitude is announced for an early start by the State Highway Department. It plans to build toll-free bridges across Chef Menteur and Rigolets, two of the waterways leading into Lake Pontchartrain. The proposed bridges would be near the present ferries across these waterways, but the exact route of the road leading to them on the north side of Pontchartrain has not been announced. If it ties in with the present Slidell-Rigolets highway, these bridges will parallel, by a considerably longer route, the Watson-Williams span, which, however, will be a toll-bridge. The estimated cost of the bridge is \$1,750,000.

This entire north-shore section is really an extension of the Gulf Coast. In highway distance, it is only about 30 miles from the Mississippi Sound. Centuries ago, before the Mississippi River had, with its mud deposits built up Southern Louisiana, the shore line of the Sound extended around St. Tammany and Tangipahoa parishes. Lake Pontchartrain was part of the open sea. This section is the closest of the "seashore" resorts to New Orleans, if we except the lake-shore development of New Orleans itself, on the southern shore. There is such a striking difference in appearance between the north shore and the south shore, both as to the natural lay of the land and the character of trees and rivers covering it, that it is hard to believe the two sections are less than 25 miles apart, as the airplane flies.

This closeness, coupled with the fact that the north shore

is on the same lake which New Orleans after a couple of centuries has begun to capitalize, suggests an interesting development. If New Orleans and this section continue their steady expansion and if the impulse to investment carries across the few miles from the Gulf Coast, we will see a great city built all around one of the larger lakes in the country. The residential development of New Orleans is definitely lakeward. The entire rim of Pontchartrain is studded with subdivision developments, some of them agricultural, but most of them resort and residential. Lake Pontchartrain is only 75 miles or so in circumference, and it will not take long to fill this beach-frontage. The law of accessibility is working. There are only two stretches on Lake Pontchartrain that cannot now be reached by automobile: the southern shore, from New Orleans westward to LaBranche, something like 20 miles, and the northwestern stretch, from Ruddock to a point near Madisonville, about the same distance. Before many years have passed, there will be a lake front road from New Orleans to LaBranche, and there is now some talk of pushing a road from Madisonville to Ruddock, but nothing concrete as yet.

To the east of New Orleans, as far as the Watson-Williams bridge-crossing, there are now under way heavy real estate developments. This section is 20 to 30 minutes' distant from the business district of New Orleans, by automobile. To the west, in the 20-mile section not yet connected by automobile to New Orleans, the development is on a similar scale. So many millions of dollars are invested in this section that it is safe to predict that property owners themselves will build the road, if the State Highway Department does not. From one end of the north-shore route to the other, from Slidell to Hammond and Pontchatoula, along the fine gravelled highways, the sub-divider has been busy. The motorist is hardly out of sight of some development. A map showing only major projects seems to leave very little land for other purposes. These developments are either by local or New Orleans interests. New Orleans is really growing around the lake, and regardless of parish lines, the future will see a community, essentially one in interest, no matter where one local government ends and another begins. There has been no such development on such a large scale anywhere else in the United States.

### Oil Power Week, 1927.

Reports regarding Oil Power Week, which was held April 18-23, show that 106 meetings were held in 87 cities in all parts of the United States and Canada. Eighty-eight different papers were read at these meetings, all of which were prepared especially for Oil Power Week.

The latest developments in oil engine research and in the geology of oil producing were expounded in a three-day session at Penn State College, attended by many prominent individuals in the oil engine, oil producing and oil refining industries. A list of the authors and titles of the papers may be obtained upon request to Edgar J. Kates, chairman, National Committee, Oil Power Week, 29 West 39th street, New York, N. Y.

### Successful Government Potash Tests.

Midland, Texas.—An initial report has just been made by W. B. Lang of the United States Geological Survey, with headquarters at Midland, on the first potash test conducted by the Government in New Mexico. It is stated that surprisingly successful results were obtained in this exploration, of the potash bed which is believed to cover a large area of that State. An analysis showed 94 per cent of potash core recovery, the highest ever made in a core test in the United States. The test was made in Eddy county, New Mexico, the well having been drilled 1850 feet.

## CELOTEX PLANT TO BE BUILT IN AUSTRALIA.

### Former Prime Minister Hughes Heads Company—Will Use American Invention to Make Insulating Board From Sugar Cane Fiber.

Chicago, Ill., June 13—[Special.]—Official announcement has been made here that a plant for the manufacture of Celotex, an insulating board made from sugar cane fiber, will be erected in Queensland, Australia. Negotiations to this end have been completed between B. G. Dahlberg, president of the Celotex Company, Chicago, and H. C. Armstrong of Sydney, Australia, representing Australian capitalists. Celotex Australia, Ltd., will be organized with Former Prime Minister W. M. Hughes as chairman of the board of directors, for the erection and operation of the proposed plant, details of which have been mapped out by Tredway B. Munroe, vice-president of the Celotex Company, in charge of research, who has spent several months in Queensland going over the proposition with Mr. Armstrong. It is stated that sugar cane fields of Queensland produce about 500,000 tons of sugar per year and, as in this country before the invention of Celotex, the bagasse constitutes a makeshift fuel for furnaces of the sugar mills.

A recent extension of the Celotex Company's plant at New Orleans has increased the plant output to more than 1,000,000 feet per day, and Mr. Dahlberg is authority for the statement that it will not be long before plants are established in different countries at points determined to be economic manufacturing centers. Celotex heretofore has been largely used in building construction, but it is understood that the research department of the company has developed more than 85 uses for the material.

### Developing Florida Travertine.

Sarasota, Florida, May 30.

*Editor Manufacturers Record:*

\* \* \* It may be of further interest for you to know that our plans are progressing satisfactorily and we are daily receiving hearty approval and endorsement of Florida travertine. Within the past week there have been several parties here who have been in the mines of Italy and we believe are qualified to speak as to comparative value of the imported Roman travertine and our product; in each case they have stated that in their opinion the newly discovered Florida travertine will replace the imported product, due to the fact that it is more beautiful in color and texture and that it is harder, although perhaps not so brittle. Every indication points to early production, with a substantial amount of orders we have already had Florida travertine specified for, in entirely an unsolicited manner on a number of buildings now on the architects boards.

LEADLAY OGDEN.

### \$800,000 Bonds Voted by San Angelo, Texas.

San Angelo, Texas, June 6—[Special.]—By a vote of almost three to one voters here have approved an issue of \$800,000 of improvement bonds to be apportioned over a period of five years. The several issues voted, with the amounts of each, include the following: City hall and auditorium, \$250,000; four sub fire stations and equipment, \$75,000; incinerator, \$25,000; fire alarm system, \$25,000; paving, \$355,000; sewers, \$20,000, and for converting 6 per cent sewer extension refunding warrants into 5 per cent bonds, \$50,000.

Plans call for the use of \$300,000 during the first year, of which \$65,000 will be available for paving and \$100,000 for the city hall and auditorium, while funds will also be provided for the first of the four fire stations, installation of the proposed fire alarm system, for the incinerator and extensions to the city's sewer system.

## The Inside Life of Russia Revealed by a Russian Novel.

By COURTENAY DE KALB.

"O that my enemy would write a book!" Propaganda is one thing and literature is quite another. Evidently, Job did not desire his enemy to do more than write an expression of his views; then, he would have had him on the hip. Mme. Alexandra Kollontay, Soviet Ambassador to Mexico, with reference to modern civilization has committed that indiscretion. The highly artificial character of the "model civilization" proposed by the Jewish group that has dominated the Russians for the past few years could hardly have been better revealed than by the striking figure who has recently been representing Russia in Mexico. As she paints social conditions in Russia, it transpires that the world has been correctly informed regarding the utter lack of harmony prevailing in that afflicted country.

When one on the inside undertakes to picture conditions in a novel, as Mme. Kollontay has done in "Red Love" (The Seven Arts Publishing Co., New York), the truth will out. A novel cannot be written on a dead level of obedience to a perfected system, else there would be nothing to depict that possibly could possess what is recognized as "the novel interest." On the contrary, we find the most utter want of harmony prevailing. We see, not a community of brotherly love, nor any other sort of genuine communism; we find, instead, that classes exist as they always had existed. Greed and graft prevail on every side. The most noisy leaders of the people are conceded the privileges of luxury, along with servants, and sumptuous banquets, altogether without thought of communal interest. The fine houses, with their rich furnishings, become the homes of the men capable of directing industry. They are adorned luxuriously, because the man entrusted with industrial leadership must have periodic ease, respite from labor, and refreshment of spirit. To be sure, by his own confession, the beneficiary of a magnificent state, with its luxurious furnishings, with its servants and trained cooks, and all the other paraphernalia of aristocracy, recognizes the State as titular owner. It is made quite plain how empty a fiction such State ownership really is. Of course all this magnificence was wrested by the revolution from previous owners, and then redistributed according to the demands of the new communist aristocracy.

There is no possibility of denying that the ability to manage men and affairs is at the bottom of power, and such power produces an aristocracy. Mme. Kollontay makes all that perfectly clear. The brusque indifference of the ruling classes, as she represents them, is precisely the thing that social revolutions are always advertised to remedy.

If we may trust the picture painted by the Soviet Ambassador to Mexico, the Soviet revolution in this respect has been a dismal failure. So far as one can see by this book, the age-old human selfishness and greed have only been intensified in Russia. There has been a redistribution of the amenities of life, and those who had not, now have; but, it is also quite clear that the manual workers remain where they were, just workers and nothing more, while the new adventurers in the field of control have usurped authority. There remain rich and poor, women bedeck in jewels and fine raiment, with jealous sisters looking on as of old from their surroundings of misery and rags.

The heroine of the tale, Vassilissa, is a moderately prominent Bolshevik, doing her share of communal work, but returning to her room at night heavy-hearted, "as if no one needed her. As if she had no comrades, although she had worked with them all day. \* \* \*" She has had her fleet-

ing love affairs, with virtue quite surrendered to the exigencies of the shifting demands, until she meets the consuming passion of her life. In the exuberance of her devotion to the Soviet ideal, she at first insists that service to the community must take precedence, which leaves only the fag end of her strength to be devoted to her lover. He quite humanly expects that she can devote herself to the State sufficiently by recognizing his claim upon her time and service. He is called away for a long period, and finally sends for her, only after she had begun bitterly to pine for him. She discovered that he has risen to influence in the world, and lives in luxury, which she is to share with him, and which she does share. Thus we see her alternately at the extremes of the social ladder. Next she discovers that her "comrade" has another flame, and heartrending agony results. As there is no marriage, one affair would seem quite as honorable as the other, but jealousy plays its part in the drama, and leads close to tragedy. Here we are in the midst of all the age-honored human passions, with the invidious green monster turning joy into bitterness, just as elsewhere in the world since the days of Cheops. In the end the deserted girl braces up and goes back to her former associates to bear her child in loneliness, and to play the role of the brave self-sacrificing woman, in an endeavor to find consolation in communism!

The vast emptiness in all this seems not to have appeared to the authoress. If it did, she holds up the feeble semblance to the ideal of that monastic scheme of existence that once was tried on a lofty scale, and even so was found wanting. The problems of mankind are not solved that way. As painted by Mme. Kollontay, all the familiar passions and weaknesses of life elsewhere in the world reappear, as might be expected under Sovietism. No single picture is presented of a high ideal, or of serene self-sacrifice, or even of happiness.

If one were to dissect the book, it would be found full of contradictions, and of amusing attempts to rid human nature of its nature. The youthful Bolshevik, beginning by bringing sorrow to her mother that she may go forth on her utopian mission for communism, is distressed by war, and objects that it is a "bloody horror." She asks, "What is the good of it?" But, that is all changed as soon as the opportunity is presented for her party to rise by the sword. She then sends her lover gladly to meet the "Whites," taking care that he should duly join the "Party" first. It seems to depend, in this creed of Bolshevism, on whose ox is gored, which is altogether normal. Her ideal lover, who was such a perfect communist, soon reaches a point where he is bored when she returns from a meeting at the Marxists' Club telling of a dispute as to "whether history was determined by economic questions alone, or by ideas also," and he characterizes all this as "empty talk. Increasing the profits of his enterprise \* \* \* there was something worth doing!"

The book contains no picture of successful communism. There is always a vain reaching forward toward the unrealized, ever-vanishing Utopia. Human nature in Russia seems to have substituted one set of new-rich ambitious men for the old set of pre-revolutionary days, if we may accept Mme. Kollontay as a competent witness. The self-seeking lover who has risen to opulence is accused by his companion, who takes the place of wife in the Soviet system, with considering business as "more important than the anguish of a woman's heart," while this same lover, in the days of his early devotion to Vassilissa, had complained "You've grown so cold," and she had replied, "I'm so tired.

Volodya; all my energy's gone," and in those days she was consuming herself in a trivial public service. She discovered later that she had deserted her "work" for human reasons, putting humanity above all else, and then was abandoned finally because of the very license that she had preached.

Considering the source of the information we may accept this novel as a true picture of Soviet Russia. There is no evidence of attainment, of development or of progress. Rather does it figure a reaction toward veiled capitalism. It may be said that we outsiders had so considered Russia long ago, but it is something to have it vouched for by the ambassadorial representative of the Soviet Republic in Mexico. Speaking of one character, introduced as being representative, she characterizes him as, "A little man, but very proud of himself. 'I, Me, and Company.' Of course, he's a hard worker, energetic and not stupid. But, he wants to be everything. He'd like to be chairman of the light that comes in through the window. The workers can't stomach that. They say that the Congress has decided on democratization, but that our bureaucracy has only increased." After reviewing the case under discussion, Michailo Pavlovitch remarks, "If our Communists were to be brought to court for such things, almost all of them would have to be condemned."

Quite unconsciously, the Soviet's representative in Mexico has given a picture of a form of artificial public administration that has not evolved, but that has sprung full fashioned from a wave of temporary aberration, like the unending goddess born of the foam from the breakers on the shores of Cyprus. With all the inequalities of human circumstance, the way toward a higher social state manifestly does not lie through the greed and graft and discontent portrayed by Mme. Kollontay. We suspect that the better state is destined to be a matter of gradual change, finding the way toward the light, instead of down into the darkness of the Russian chaos. Social betterment must be tried step by step, as we have won our Common Law and Bills of Rights.

Despite some revolutionary preachment in the dedicatory pages, and despite the frank commendation of what we call free-love, which seems to be a special enthusiasm of the author, we believe that this sad picture of Soviet Russia, which necessarily must be taken as authoritative, would serve to disillusion a great many people in this country who deem it smart and 'progressive' to assume the attitude of parlor bolsheviks. The fatality of the artistic temperament (and it takes something of that temperament to write an entertaining novel) is that even its attempt to promote bolshevism by a novel has revealed the terrible truth of graft and corruption in the actual conduct of the Soviet republic, and a swift return toward capitalistic methods, without their redeeming honesty.

It is an engaging story, with movement and a marvelous, unintentioned revelation of the active work of the forces of disintegration that are driving Russia with swift certainty to the collapse of her present governmental system. Only the fact that the Bolsheviks have had the training of the children for over 10 years could prevent the swift decay of the Soviet state. What will come of the new generation that has been taught false economics so long as to make it impossible to disentangle themselves from the meshes of incorrect thought is the other end of the dilemma. Russia should have been delivered from obeisance to false gods long before the complication of a wrongly trained youth developed. England has suffered severely by the politics she has been led to play in relation both to Russia and Germany.

The time to have crushed bolshevism was when France stood ready, with the aid of Poland, to destroy the Soviet monster. England would have been in a far more solid

state of political and financial progress had she co-operated at that time with France to crush Russian sovietism. It is a terrible thing to allow a radically false theory of man's estate and man's economic need to become ingrained into a nation's rising generation. Even the Soviet Government will probably be drawn into the maelstrom and destroyed by this same oncoming youth when it finds its teachers untrue to their own doctrines.

That will intensify the difficulty, for England would find that a wrongly educated young Russia will think with entire honesty very much as the scheming self-seeking radicals of the revolution taught.

The suggestion offered by the Baldwin Government to produce the political decomposition of Russia is interesting if not now too late. Germany evidently has come back in a military sense, and her disposition to co-operate with Russia is manifest. That Germany and Russia today control the nitrate of the world, and that Germany has convertible cruisers ready for service that can out-distance all other craft, suitable for privateering to prevent England from getting nitrate from the badly demoralized Chilean haciendas, makes the anti-Russian suggestions of Baldwin more difficult of achievement than some might suppose. We must not forget what the "Emden" did to nitrate during the war. Standing alone, without foreign aid, the deduction that one must make from Mme. Kollontay's novel is that internal conditions of decay would render relatively easy the destruction of the Soviet system.

#### Plant to Manufacture Horseshoes.

Tallapoosa, Ga.—The first horseshoe plant to be built in the South, that of the Dixie Horseshoe Manufacturing Company, Inc., is being located here. The new company, to be under the management of H. E. Jackson, will occupy the old plant of the Chattanooga Bottle and Glass Manufacturing Company. It has been extensively repaired and the plant is expected to begin operations within 90 days.

Several carloads of machinery are being installed for a capacity of from four to five carloads of horseshoes daily. Approximately 100 people will be employed. The plant will be operated entirely by electricity and power purchased from the Georgia Power Company. Machinery being installed is of 700 horsepower, and the industry will use approximately 720,000 kilowatt-hours a year. It will be one of four horseshoe plants in the United States.

#### New \$350,000 Bank Building for Washington.

Washington, D. C.—The new bank and office building to be erected here by the Second National Bank at a cost of \$350,000, exclusive of furnishings and equipment, will be 9 stories, 45 by 100 feet, of steel and reinforced concrete, faced with Indiana limestone, with concrete foundation, tile and composition floors and slag roof. It will be equipped with a vapor heating plant. Appleton P. Clark, Jr., is the architect and Thomas W. Marshall, engineer, both of Washington. The general contract has been awarded to Samuel J. Prescott Company, Inc., also of Washington.

#### \$750,000 Bag Factory Projected at Bastrop.

Bastrop, La.—Plans are being developed by a number of capitalists, headed by R. J. Cullen, president of the Southern International Paper Company of this city, for the construction of a paper bag factory here to cost about \$750,000, according to a recent announcement. It is understood that the mill building will be 500 by 100 feet, of concrete and steel, and that construction will be started immediately. When ready for operation it will employ from 150 to 200 men, it is said.

[From The Week, an industrial, financial and agricultural review, Atlanta.]

## Spargo Warns of Coming Government Ownership Drive in Congress.

MUSCLE SHOALS VALUE TO SOUTHEAST IS THREATENED.

By JOHN SPARGO.

*In the following article John Spargo, author and lecturer, for many years an intense partisan of the Socialist Party until he became convinced of its futility, reveals that a strong effort will be made in the forthcoming session of Congress to turn various forms of private business over to the Government.*

*This is a matter of great interest to the people of Georgia and the Southeast, to whom the electric power generated at Muscle Shoals grows ever in importance as industries move southward from the colder regions.*

Unless I misread the signs that have already appeared upon the political horizon, the next Congress will witness, and perhaps be characterized by, a vigorous, determined and ably led attempt to place an important part of the industrial development of the country under Government ownership and management.

Such a menace to our national well-being is not to be lightly regarded. Forewarned is forearmed. Plausible and alluring in theory as it undoubtedly is, in practice Government ownership and management of industry everywhere results in arrested progress, stagnation, lowered efficiency and an appalling growth of bureaucracy. It would be difficult to conceive of any thing more disastrous occurring in our economic life than such an extension of the principle of nationalization contemplated by certain professional propagandists with their headquarters in the national capital.

The plans of this group appear to me to be pivoted upon an attack directed against the hydro-electric industry of the country as a whole, but particularly as represented by certain large companies which are immediately interested in some of the great outstanding opportunities for development and the growing need therefor. Most notable of these are, of course, Muscle Shoals and Boulder Dam. Under the guise of a disinterested movement to save the people from exploitation and oppression by the so-called Power Trust—purpose sincerely, if mistakenly, believed by some engaged in the movement—the attempt will be made to commit the National Government to a far-reaching program of that sort of collectivism which has everywhere proved disastrous and is incompatible with the spirit and genius of our institutions. The wise and adequate control set up and maintained under the Federal Water Power Act of 1920, which combines with opportunity for private industrial initiative and enterprise comprehensive regulation in the public interest and protection against monopolistic aggressions and abuses, does not satisfy these people; they want private initiative and enterprise to be altogether excluded from this most important branch of our industrial system and replaced by governmental agencies.

If private enterprise had notably failed in this department of our economic life, subjecting the nation to the evil consequences of its failure, it would be easy to view this propaganda with patience and sympathy, even if not with approval. But what are the facts as to that? It is common knowledge that nowhere has private enterprise been more abundantly justified than in this field. No branch of economic activity in any land or any age can show results so uniformly beneficent, so free from ill and untoward effects, promoting the well-being of so large a part of the population. Nowhere else, so far as I know, can there be found an equal record of increasing returns at diminishing cost. Electric power in this country, under private ownership, presents the striking phenomenon of an indispensable commodity for which the demand increases faster than the supply steadily declining in price, in spite of

an upward trend of the price of practically every commodity. Electric energy is the cheapest service the world knows or has known.

I have no recent dependable statistics showing what proportion of the total industrial power used in the United States today is electrical. Possibly such statistics do not exist. In 1923 it was 70 per cent. Today it cannot be less than 80 per cent and is probably higher than that. For every worker employed in our manufacturing establishments in 1923 there was mechanical energy amounting to more than three and three-quarters horsepower, of which more than two-thirds was electrical.

Today there is probably mechanical energy amounting to not less than four and a half horsepower behind every industrial worker in America. Behind these facts there is the most inspiring chapter in the whole story of man's increasing mastery over his environment. They explain that greatest of all phenomena, increasing productivity with lighter toil and better living. Taken as a whole, no workers anywhere in the world work under conditions equal to those prevailing in this country or enjoy anything like such a high standard of living. And there is no country in which inventive genius has brought into the homes of the masses so many agencies alleviating the toil of the housekeepers. It is no longer true to say, as John Stuart Mill did in his day, that it "is doubtful whether all the mechanical inventions have lightened the day's toil of a single human being." One has only to watch operations on any construction job for half an hour to realize that electric energy is saving human energy to a most extraordinary degree. And every time electric horsepower takes the place of human muscle the cause of progress is served.

Such are the results which have been attained under a system based upon private enterprise subject to social regulation. Where Government ownership has been tried it has achieved no results comparable to those which have been attained under the system that has prevailed in this country. The socialization of advantage, by which I mean the increasing diffusion of the benefits of our mass production and the constant advance toward a perfect communism of opportunity, is the outstanding fact and the great triumph of our system of individualism modified by social pressure wisely applied.

No thoughtful student of our social problems objects to that regulation of our industries which is wisely conceived in the interest of the worker, the consumer and the State, and which permits the development of the industries to proceed with the maximum advantage to all three. The present-day leaders of American industry, with rare exceptions, recognize the need of such regulation and welcome it. What is objected to is that so-called "regulation" which is in reality Government interference, conceived and set up in a spirit of hostility to private enterprise, with the deliberate intention of placing basic or "key" industries in the hands of the Government. That way lies stagnation, certain loss of efficiency, inevitable lowering of the standards of living and, soon or late, the servitude of labor to a bureaucratic machine.

### United Gas Improvement Company Acquires Day & Zimmermann, Inc.—Latter Serves 935 Communities and Has Gross Income of \$34,000,000.

According to an announcement which has been confirmed by the MANUFACTURERS RECORD, the United Gas Improvement Company of Philadelphia, Pa., has acquired control of Day & Zimmermann, Inc., also of that city, which operate and are interested in public utility properties in fifteen states, serving 935 communities with a population of 2,369,000. Larger properties under the management of the Day & Zimmermann organization include the National Public Service Corporation, New York; General Public Utilities Company, Philadelphia, and the Southern Ohio Public Service Company, Zanesville, Ohio.

The first named is a holding company furnishing through its subsidiaries in New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, Georgia and Florida, electric light and power, gas, steam and electric railway, bus, ice and water service to 874 communities, while the General Public Utilities Company furnishes directly or indirectly through its subsidiaries electric light, ice and water service to 60 towns in Florida, Louisiana, Texas, New Mexico, Arizona and South Dakota. The Southern Ohio Public Service Company is an operating company serving the city of Zanesville with electric light and power, street railway and bus or interurban system. Gross earnings of the larger properties under Day & Zimmermann management, it is said, approximated \$34,000,000 last year.

### \$1,000,000 Expended by Southern Ice and Utilities Company in Increasing Plant Facilities.

Southern Ice and Utilities Company reports for the 12 months ended April 30, 1927, total sales of \$3,722,458, against \$2,801,068 for 1926. Net earnings available for bond interest and preferred dividends for the same period were \$918,843, as compared with \$814,713 for 1926.

The company recently completed a construction program, involving the expenditure of about \$1,000,000, which included improvements to properties and the erection of new plants at Prescott and Nashville, Ark., and Midland and Odessa, Texas.

Floods in parts of the South have not affected sales adversely. Perishable commodities from the Rio Grande Valley to the Eastern markets which previously passed through lower Louisiana are now passing through Fort Worth and Texarkana. At both places the company maintains ice plants and has experienced a substantial increase in its carrying business. The company is also preparing for an unprecedented movement of cantaloupes from lower California, and it will be necessary to ship ice from Dallas, Sherman and other points in order to take care of this movement, the company believes.

### A Study of Southern Gold-Bearing Ores Suggested.

Wilderness, Orange County, Virginia, May 30.

*Editor Manufacturers Record:*

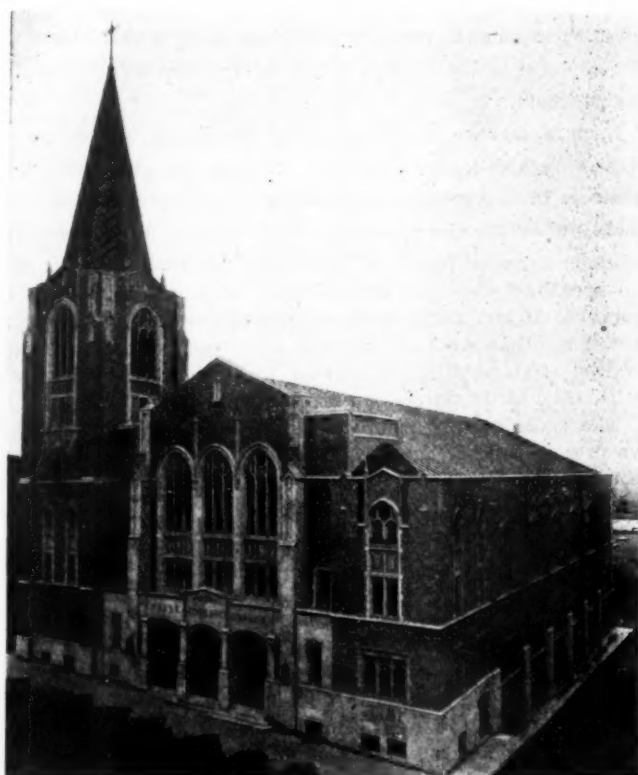
Permit me to announce through your valuable columns the important and valuable discoveries recently made in the gold belt from Maryland to Georgia and to extend a cordial invitation to all those interested in its development and desire information and proof of results obtained. This can be done by visiting our demonstration plant here, and witnessing what is unbelievable, but true, that the old mines of the South, abandoned from inability to treat the ores at a profit, can now be treated not only successfully, but exhibit the fact

that they are much richer in values than they were supposed to be, the many failures heretofore being accounted for by ignorance of the composite and by wrong method of treatment. It is not necessary to go into details, but the many developments in the mines nearby will satisfy the most skeptical that there is surely something worth investigation.

GEORGE W. B. EVANS.

### \$300,000 Unit of Tulsa Church Completed.

Representing a cost of approximately \$300,000, the first unit of the new building in Tulsa, Okla., of the First Baptist Church of that city, Dr. W. O. Anderson, pastor, has recently been completed and formally opened. The sub-story contains a banquet room, with kitchen adjoining, and an assembly room to accommodate 1000 people, in addition to several classrooms. It is connected with the main floor by two stairways. Space has been provided in the main story for a large audi-



NEW BUILDING FOR FIRST BAPTIST CHURCH, TULSA.

torium seating 2200, a reception room and an office for the general secretary. The baptistry is located above the choir loft and one of its attractive features is a window installed at a cost of \$3500, which depicts the River Jordan, and with the use of reflectors is said to make a most pleasing setting for a baptismal service. The pastor's study and office and a ladies' parlor are located on the mezzanine floor. Plans and specifications for the structure were prepared by Clyde H. Woodruff of Fort Worth, Texas, and the general contract executed by the Rucks-Brandt Construction Company of Tulsa.

### To Build \$250,000 Ice Plant.

Edinburg, Texas.—A \$250,000 ice plant to have a 200,000-ton capacity will be erected here by the Pacific Fruit Express Company of Houston, according to an announcement through the Valley and Houston builders' exchanges. The plant, to be one of the largest in the Valley, will make ice especially for refrigerating cars carrying produce and fruit from this section. Work is expected to begin about August 1.

## \$36,716,000 Southern Municipal Securities Sold in 10 Days Bring Aggregate Premium of \$794,000.

A strong market now prevails for Southern securities, and there have been many recent sales of municipal, county, district and State bond issues at remarkably attractive prices. In addition, many elections are scheduled for the immediate future on public improvement bond issues, and indications are that a large number of issues will be offered for sale during the summer and early fall months. Hence, with the funds available from the issues recently marketed and the funds to be obtained from later sales, there will be in the aggregate a vast sum of money available for public improvements of all kinds in the Southern States.

Practically every section of the South is represented in recent sales and elections, and in elections and sales planned for the near future. These issues will provide funds for enlarged sewer systems and water-works, roads, street paving, harbor improvements, drainage projects, levee construction, and buildings in wide variety, and, on the whole, the funds made available will stimulate activity in many lines of engineering and construction. With new industrial plants and buildings of all kinds recently completed, under way and projected, the need for public improvements is accentuated, and it is evident the South is meeting this need.

Last week the First National Bank, New York city, which headed a syndicate that bought a \$10,000,000 4 per cent North Carolina highway bond issue in April, sold to the State Sinking Fund of North Carolina \$3,000,000 of the issue. The sale was arranged by Governor McLean and B. R. Lacey, State Treasurer, and came as a surprise to municipal bond dealers.

According to a compilation by the Daily Bond Buyer of New York, State and municipal bond floatations for the month of May and the five months ended May 31 of this year set new records for the past 10 years. Municipal borrowings through the issuance of bonds averaged for the first five months of 1927 approximately \$133,139,000 monthly. This is at the annual rate of over \$1,500,000,000.

A tabulation of important sales of Southern municipal securities reported in 10 issues of the Daily Bulletin of the MANUFACTURERS RECORD May 31 to June 10, inclusive, shows that 26 separate issues of from \$114,000 to \$13,000,000 each, with a total par value of \$36,716,000 commanded a premium of \$795,814. Among the large issues sold were: Arkansas \$13,000,000 State highway bonds which brought a premium of \$169,000; \$5,000,000 Missouri State road bonds, a premium of \$157,200; \$2,210,000 State of Maryland public improvement bonds, a premium of \$92,337, and \$1,000,000 Montgomery, Ala., school bonds, a premium of \$110,000.

### Summary of Important Southern Bond Sales As Reported in the Daily Bulletin of the Manufacturers Record for 10 Days, May 31 to June 10, Inclusive.

| Place   | Amount     | Rate | Premium | Kind of Bonds                 | Purchasers  |
|---|------------|------|---------|-------------------------------|---|
| Gaston county, N. C.  | \$150,000  | 4½   | \$848   | Road, bridge                  | Prudden & Co., Toledo; A. C. Allyn & Co., Chicago.  |
| Maryland  | 2,210,000  | 4½   | 92,337  | State roads, bridges, schools | Baltimore Trust Company.  |
| Forsyth county, N. C.   | 370,000    | 4½   | 7,588   | Road, bridge, etc.            | A. C. Allyn & Co., Chicago; Prudden & Co., Toledo.  |
| Cherokee county, S. C.  | 500,000    | 4¾   | 1,400   | Road                          | Title Guaranty Trust Co., New York city.  |
| Laurens county, S. C.   | 140,000    | 4¾   | 510     |                               | Braun, Bosworth & Co., Toledo, Ohio.  |
| Arkansas  | 13,000,000 | 4½   | 169,000 | State roads.                  | Halsey, Stuart & Co., New York city.  |
| St. Augustine, Fla.   | 807,000    | 6    | 13,049  | Improvement                   | Barnett National Bank, Jacksonville.  |
| Graves county, Ky.  | 250,000    |      | 11,500  | Road and bridge               | First National Bank, Mayfield.  |
| Charleston, S. C.   | 239,000    | 4½   | 1,594   | Paving                        | Rutter & Co., New York city.  |
| Montgomery, Ala.  | 1,000,000  | 5    | 110,000 | School                        | Caldwell & Co., Nashville; Marx & Co., Steiner Bros., both Birmingham.  |
| Jacksonville, Fla.  | 1,000,000  | 5    | 17,000  | Electric plant                | Equitable Trust Co., Howe, Snow & Bertles, New York, and American Trust Co., Jacksonville.  |
| Jacksonville, Fla.  | 114,000    | 5    | 1,242   | Street                        | Atlantic National Bank, Jacksonville.   |
| Emanuel county, Ga.   | 200,000    | 4½   | 2,025   | Road                          | Citizens and Southern Co., Savannah, Ga.  |
| Harris county, Tex.   | 701,000    |      | 2,250   | Refunding, bridge             | C. W. McNear & Co., Chicago; Stifel, Nicholas & Co., St. Louis.   |
| Amarillo, Texas   | 1,300,000  | 4½   |         | Improvement                   | Branch-Middlekauff Co., Wichita, Kansas.  |
| Marion county, Tenn.  | 145,000    | 4¾   | 4,150   | Road                          | Little, Wooten & Co., Jackson, Tenn.  |
| Statesville, N. C.  | 150,000    | 4¾   | 2,625   | Improvement                   | American Trust Co., Charlotte, N. C.  |
| Missouri  | 5,000,000  | 4¾   | 157,200 | State roads                   | Mississippi Valley Trust Co., St. Louis; Guaranty Trust Co., Ames, Emerich & Co., Detroit Co., Barr Brothers & Co., Howe, Snow & Bertles, Frazier, Jelte & Co., all New York; Marshall Field, Glorie, Ward & Co., Chicago; First National Co., Detroit; Fidelity National Bank and Trust Co., Stern Bros. & Co., Kansas City, Mo. |
| Hagerstown, Md.   | 1,070,000  | 4½   | 63,900  | Water works                   | Stein Bros. & Boyce, Baltimore.   |
| Henry county, Ky.   | 250,000    | 4    | 4,628   | Road and bridge               | J. C. Wilson & Co., Louisville.   |
| Covington, Ky.  | 240,000    | 4½   | 5,144   | Funding                       | Davies-Bertram Co. and Wall, Roth & Irving Co., Cincinnati, Ohio.   |
| Dade County, Fla.   | 750,000    | 6    | 5,020   | School                        | Morris Mather & Co., Chicago; Brown-Crummer Co., Wichita, Kansas.   |
| Capital Highway Comn. of Richland, Lexington and Saluda counties, S. C. | 2,000,000  | 4¾   | 42,500  | Roads                         | Well, Roth & Irving Co., Seasingood & Mayer, Provident Savings Bank and Trust Co., all Cincinnati; Prudden & Co., W. L. Slayton & Co., both Toledo; Columbia National Bank, Columbia; Robinson-Humphrey Co., George Burr & Co., Atlanta; M. F. Schlatter & Co., New York.   |
| Nashville, Tenn.  | 1,275,000  | 4¾   | 2,983   | Improvement                   | Eldredge & Co., New York city.  |
| Houston, Texas  | 3,675,000  | 4½   | 74,821  | Improvement                   | Halsey, Stuart & Co., Chicago, Ill.   |
| Montgomery, Ala.  | 250,000    | 5    | 2,500   | Street                        | Caldwell & Co., Nashville; Marx & Co., Steiner Bros., and Ward, Sterne & Co., Birmingham.   |

### Record Production of Feldspar in 1926—North Carolina Produces 44 Per Cent of Country's Total Output.

The crude feldspar sold or used by producers in the United States in 1926 amounted to about 209,600 long tons, valued at about \$1,607,000, states the Bureau of Mines. These figures show an increase of 13 per cent in quantity and 22 per cent in total value compared with 1925, and represent the largest production and value ever recorded. Feldspar was mined and sold in 1926 in 12 States; namely, Arizona, California, Colorado, Connecticut, Maine, Maryland, New Hampshire, New York, North Carolina, Pennsylvania, South Dakota and Virginia. The greatest feldspar-producing region is that which includes the Atlantic seaboard States, from Maine to North Carolina. This region reported about 93 per cent of the total production and value in 1926. North Carolina, the leading State, reported about 44 per cent of the country's total output.

Except for minor purposes, feldspar is prepared for use by grinding. This work is done principally by commercial mills; only a very small portion is ground by users in their own mills. In 1926 there were 29 commercial mills operated in 13 States; namely, California, Colorado, Connecticut, Illinois, Maine, Maryland, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania and Tennessee. These mills reported 225,362 short tons of ground feldspar sold in 1926, valued at \$3,775,797, compared with 212,858 tons, valued at \$3,603,845 in 1925, an increase of 6 per cent in quantity and 5 per cent in total value. Of the quantity sold in 1926, 199,215 short tons, valued at \$3,246,174, was domestic feldspar and 26,147 tons, valued at \$529,623, was Canadian feldspar. Canadian feldspar was ground in three States in 1926, New Jersey, New York and Ohio. These figures represent increases in production and value of domestic feldspar and decreases in Canadian feldspar as compared with 1925.

CRUDE FELDSPAR SOLD OR USED BY PRODUCERS IN THE UNITED STATES IN 1925 AND 1926.

| State                | 1925      |             | 1926*     |             |
|----------------------|-----------|-------------|-----------|-------------|
|                      | Long tons | Value†      | Long tons | Value†      |
| California .....     | 6,077     | \$49,881    | 6,200     | \$49,300    |
| Connecticut .....    | 10,426    | 71,201      | 11,400    | 87,800      |
| Maine .....          | 28,404    | 256,731     | 33,800    | 306,600     |
| Maryland .....       | 4,554     | 26,438      | ‡         | ‡           |
| New Hampshire .....  | 38,366    | 278,736     | 33,200    | 287,500     |
| New York .....       | 10,474    | 70,446      | 15,500    | 157,800     |
| North Carolina ..... | 76,806    | 496,563     | 91,400    | 602,000     |
| Pennsylvania .....   | 1,330     | 4,722       | ‡         | ‡           |
| Undistributed .....  | 9,269     | 60,936      | 18,100    | 116,000     |
|                      | 185,706   | \$1,315,654 | 209,600   | \$1,607,000 |

\*Figures for 1926 are preliminary and subject to revision.

†Value at mine or nearest shipping point.

‡Included under "Undistributed."

### International Convention of Lions Clubs.

Meeting this week in Miami, Fla., from June 15 to 18, inclusive, a large attendance of delegates is expected at the international convention of the Lions Clubs. Irving L. Camp of Johnstown, Pa., is first vice-president and is expected to be made president at the Miami meeting. Palm Beach and West Palm Beach have prepared to welcome delegations which have signified their intention to visit these cities en route to and from the convention, with arrivals scheduled for June 13, 14, 19, 20 and 26.

### Wants to Locate Factories.

W. T. Foster, superintendent of schools, Lyerly, Ga., advises the MANUFACTURERS RECORD that a board of trade has been organized at Lyerly, more especially to induce factories to locate in or near that town. He refers to the fine citizenry of the territory and calls attention to its capability as a feeder for new industries, emphasizing the fact that the population is mostly white and of Anglo-Saxon blood.

### To Deepen and Widen Ditches.

Lake Charles, La.—Bids will be received until June 25 by Sulphur Drainage District No. 3, Edwin F. Gayle, secretary, Lake Charles, for deepening and widening ditches, the work to involve 55,000 cubic yards of excavation. Maps and profiles are on file in the office of the secretary in the Frank Building.

### \$200,000 Power Plant and Factory.

The Engineering Sales Company, Inc., of New Orleans, advises the MANUFACTURERS RECORD that it is designing a power plant and factory to be erected in New Orleans at a cost of about \$200,000. The plant will consist of a 250-horsepower boiler and 200-kilowatt generating unit with all motor driven machines, and will be used for manufacturing purposes. Names of the owners have not been announced.

### Ship \$1,000,000 Worth of Strawberries.

Approximately \$1,000,000 worth of strawberries were shipped from the "Ridge Section" of Sumner county, Tennessee, and Southern Kentucky during the past season. Sumner county shipped 557 carloads, of which 244 cars were from Portland, Tenn.; 381 cars were shipped from Southern Kentucky, of which 222 cars were from Franklin and 92 cars from Bowling Green, Ky.

### May Build 200-Mile Pipe Line.

L. E. Phillips, vice-president and general manager of the Phillips Petroleum Company, Bartlesville, Okla., advises that his company has purchased a controlling interest in the Oklahoma Natural Gas Corporation, Tulsa; no change in the personnel of the latter company is contemplated. The purchasing company has not yet made plans for operating or improving the properties, except that it has tentatively announced the construction of a 200-mile pipe line to the Amarillo-Panhandle gas field.

### Maryland Sells \$2,210,000 of Bonds.

Bonds in the amount of \$2,210,000 have been sold by the State of Maryland, John M. Dennis, treasurer, Baltimore and Annapolis, to the Baltimore Trust Company at figures in excess of 104. The purchaser submitted the following bids for the various issues constituting the total: 104.285 for \$110,000 of St. John's College loan of 1924; 104.16 for \$1,375,000 of the lateral and post road loan of 1927; 104.2443 for \$125,000 of Western Maryland College loan of 1924; 104.339 for \$100,000 of Washington College loan of 1924, and 104.156 for \$500,000 of the bridge loan of 1927.

### Will Manufacture Fly Traps.

New Orleans, La.—Special machinery has been installed in the plant here of the American Sheet Metal Works for the manufacture of fly traps, the invention of C. M. Curry, who will co-operate with the manufacturer in their production. It is planned to start with an initial annual production of 750,000, which will be gradually increased to 1,000,000 per year. With the addition of this department, it is thought the manufacturing company will be enabled to operate its plant on a full-time schedule. The industrial bureau of the Association of Commerce has been instrumental in securing the new industry.

The Board of Education of Fairmont Independent School District, Mrs. George DeBolt, secretary, Fairmont, W. Va., has sold bonds in the amount of \$940,000 to the State of West Virginia, delivery to be made on or about July 1.

## Record Construction Work on Martin Dam.

What is declared to be a new American record for construction progress was made in the building of the Martin Dam of the Alabama Power Company at Cherokee Bluffs on the Tallapoosa River, about 40 miles north of Montgomery. The forces of the Dixie Construction Company, Birmingham, who handled the big project, averaged 1000 cubic yards of concrete a day over a period of 12 months. During the peak months as high as 45,000 cubic yards of concrete were placed. Arrowhead sand and gravel, produced by the Montgomery Gravel Company, which operates two modern plants, one at Arrowhead and the other at Montgomery, were used in both the mass and reinforced concrete sections. In all a total of 10,194 carloads were delivered. End to end this would make

a solid train 67 miles long, or if the concrete had been put in a 16-foot highway it would extend more than 435 miles. The strength standards for the concrete were established at a minimum of 2000 pounds per square inch and 3000 pounds per square inch for the reinforced sections. Daily and weekly laboratory tests, both of the mixes and materials, were made to maintain these standards.

The dam is 1900 feet wide, 1244 feet is solid concrete and the remainder is an earth dike. The dam is 190 feet high. This has created an artificial lake with 700 miles of shore line and a usable capacity of 60,000,000,000 cubic feet of water. This great storage reservoir, known as Lake Martin, a \$17,000,000 project, was described in full in the MANUFACTURERS RECORD of December 9, 1926.



MARTIN DAM OF ALABAMA POWER COMPANY, WHERE CONCRETE-POURING RECORD WAS ESTABLISHED.

### Plan \$250,000 Extensions to Hospital.

Huntington, W. Va.—Plans have been made by the Kessler-Hatfield Hospital here for extensions to cost approximately \$250,000, according to Dr. A. K. Kessler, one of its founders. It is understood that construction will be started as soon as plans are prepared and contract awarded. Dr. Henry D. Hatfield became interested in the hospital upon his retirement from the governorship a few years ago.

### St. Tammany-Gulf Coast Airways, Incorporated.

New Orleans, La.—Organization of the St. Tammany-Gulf Coast Airways, Inc., with a paid-in capital stock of \$50,000 and the privilege of increasing to \$500,000, has been effected here with the following officers: D. M. Kostmayer, president; John Liuzza, vice-president; Edward Makofsky, secretary-treasurer, and Ellis E. Boggs, general manager. Directors of the company include C. C. Friedrichs, Thomas Ewing Dabney, Meyer Elseman, George M. Cox, Raymond R. Seal, G. W. Fox, L. B. Giraud, H. A. Testard, Henry B. Pruden, William F. Graff, N. G. Carbajal and H. S. Riecke.

It is the purpose of the new organization to conduct an airplane transportation service between New Orleans, St. Tammany parish and the Mississippi Gulf Coast, and to carry out these plans it has ordered one Fokker, eight-passenger plane, and two Aeromarine, of five and seven passenger capacities. Delivery of the planes will probably be made in

August and sailings will be from the West End, New Orleans. Stops now designated will be at Mandeville, Slidell, Bay St. Louis, Pass Christian, Gulfport and Biloxi, while others may be added later. Mileage books at the rate of 10 cents per mile are being sold, with a cash fare rate somewhat higher.

### To Expend \$1,700,000 for Telephone Expansion in Eastern Missouri.

According to an announcement accredited to Percy Redmund, general manager of the Southwestern Bell Telephone Company, St. Louis, an expenditure of approximately \$1,700,000 is planned in Eastern Missouri. Douglas Williams, advertising manager of the company, wires the MANUFACTURERS RECORD that a \$350,000 contract has been awarded to Murch Bros. Construction Company, St. Louis, for the erection of a long distance office at 324 North Beaumont street, in that city and a contract has been awarded to H. J. Cross, St. Louis, for an addition to the Wabash-Avery office to cost about \$16,000. The bulk of the total expenditures will be for telephone central office equipment to be furnished by the Western Electric Company, the supply department of the Bell system.

Among the largest items will be additional dial telephone equipment for the Laclede-Prospect exchanges, to cost \$385,000; installation of the company's official switchboard to cost \$63,000, and for the installation of a trunk cable between the Forrest and Cabanne exchanges, to cost \$54,000.

### Publicity Scheme Suggested to Help Lancashire Cotton Goods Sales.

Manchester, England.—A wide publicity campaign throughout the Asiatic markets, aimed to direct attention to the multitude of merchanting interests who once swarmed in the Manchester market and who have been out of touch with it for a number of years, was advocated by E. E. Canney, a recognized authority on cotton matters, in a paper read before a meeting of the Textile Institute of Manchester. Mr. Canney said that all traders who had ceased to inquire for Lancashire cloths since 1914 should be canvassed, and especially those who had transferred their attention to the coarse trade. He suggested that good use might be made of films, the native trade journals and the press. A simple slogan such as "Lancashire fabrics at pre-war values," if broadly advertised, would probably arouse potential markets to the realities of the situation.

Mr. Canney remarked that the first impetus toward improved trade was restored confidence among the banks, the finishers, shippers and all other interests. He criticized the policy of the Cotton Yarn Association. He said that when the American section justified output control by subscribing to misconceptions as to foreign competition and surplus capacity it was undermining confidence and defeating its own ends. His view was that if users of American cotton tackled the demand end of the problem with sufficient energy the high margins they were now seeking artificially to enforce by control at the expense of checking trade expansion could be secured naturally in normal business. Mr. Canney also declared that price fixing was a suicidal policy for spinners.

### Celanese Corporation of America Lets Contract for Three Units.

The Celanese Corporation of America, with main offices in New York city, wires the MANUFACTURERS RECORD from its office at Cumberland, Md., that it has awarded contract for the first three units of its proposed expansion program at its plant at Amcelle, near Cumberland, to George F. Hazlewood, Cumberland, at an approximate cost of \$17,500 for building only. These units constitute only a portion of the extension contemplated. The buildings are to be of hollow tile and steel construction. As previously announced in these columns, the company plans to double the capacity of the Amcelle plant at a cost of approximately \$5,000,000. Arthur J. Fitch of Cumberland is works manager of the company.

### On Agricultural Visit to United States.

Representatives of many leading agricultural organizations in 12 European countries are on a 60-day tour of the agricultural regions of the United States. The party was escorted to this country by Asher Hobson, permanent American delegate to the International Institute of Agriculture at Rome. A feature of the visit will be an international meeting of representatives and officials of the United States Department of Agriculture for an interchange of information on world agriculture, to be held in Washington by the Bureau of Agricultural Economics.

### Contract for \$750,000 Theater.

General contract for the erection of the proposed Loew theater in Richmond, Va., has been awarded to the John T. Wilson Company, Inc., of that city, according to advices to the MANUFACTURERS RECORD from that company. The structure will be of steel, brick and terra cotta, with stores on street fronts and offices above. Its cost is estimated at \$750,000, including furnishings and equipment. John Eberson of New York is the architect.

### Contracts for 45 Barges for Mississippi River Operations.

Clark C. Wren, assistant to T. Q. Ashburn, Major General, United States Army, chairman and executive of the Inland Waterways Corporation of Washington, D. C., advises that the corporation has recently awarded contracts for the construction of 45 barges for operation on the Upper Mississippi River. The Midland Barge Company of Midland, Pa., was awarded contract for 20 and the American Bridge Company, New York, contract for 15, while 10 barges of different design were awarded to the Dravo Contracting Company of Pittsburgh, Pa.

Referring to operations on the Lower Mississippi River, Mr. Wren states that the Vicksburg terminal will be rebuilt as soon as conditions on the river permit. The Steamer Illinois has recently been equipped with two devices for burning powdered coal, one the Aero, and the other the Kennedy-Van Saun device, both of which are now being tested. The steamer Missouri is being put in commission for service as an oil burner.

The Inland Waterways Corporation is owned by the United States and is governed by the Secretary of War.

### Public Service Growth in New Orleans.

The New Orleans Public Service, Inc., New Orleans, La., has published a book of 80 pages with the title "A Near Century of Public Service in New Orleans," written by Hugh Mercer Blain. It tells about the progress of street railway service, gas lighting, electric lighting and power, etc., from early days, the narrative being illuminated by sundry quaint and interesting pictures. There are also some entertaining accounts of early operation of steam railroads in and around New Orleans, also with illustrations.

### New Handle Factory at Natchez.

Natchez, Miss.—The first shipment of implement handles recently left the new mill here of the Natchez Handle Company, lately organized for the purpose of manufacturing various types of handles. The mill is producing rake, shovel, hoe and broom handles and will also make shuttle blocks and equipment of a similar character. It is located on the line of the Yazoo and Mississippi Valley Railroad and is equipped with the most modern machinery. Ash, poplar and hickory are being used; there is an ample supply in this section.

### Book About Marianna, Fla.

"Marianna: The Hospitable City," is the caption of a booklet published by the Marianna Chamber of Commerce, M. S. Knight, secretary, Marianna, Fla. It is copiously illustrated with views of activity and interest. There are also many pictures from different points in the surrounding country, all of them expressive of creditable advancement.

### Merger of Public Utilities.

The Southwestern Gas and Electric Company, H. L. Nicholson, treasurer, Shreveport, La., advises that it has taken over the operation of the East Texas Public Service Company's properties. No changes are contemplated at present in either the operating or construction program of the company.

The Mayor and City Commission of Memphis, Tenn., have sold \$500,000 of short-term revenue notes to the Bank of Commerce and Trust Company, Memphis, at a premium of \$1104 on a 3.75 per cent basis.

# THE IRON AND STEEL SITUATION

## Pittsburgh Steel Market.

Pittsburgh, June 13—[Special.]—Demand for steel is giving a remarkable exhibition of steadiness. The experience of three successive years indicates a decrease after March and into July to be seasonal, but the decrease this year is smaller than hitherto. Of the past three years last year showed the smallest decrease, but this year the decrease is running smaller still.

Thus the production of steel ingots last month was only 2 per cent under the April production, and it was 3 per cent above that of May, 1926. While production last January was 8 per cent under that of January, 1926, each month since then has shown a gain over the same month of last year, whereby the five-month total is only one-half of 1 per cent under the five-month total of 1926.

The trend, therefore, is for this year's total steel production to exceed last year's total, which made a new record, passing 1925 by 6.2 per cent. At the beginning of this year a slight decrease was commonly expected, say 10 per cent. Those predictions had more or less basis, being predicated on certain expectations that have been verified, lighter steel consumption in the oil and gas fields, smaller production of automobiles and freight cars, and possibly also slightly less consumption by the agricultural implement works. Such decreases have, however, been offset by increased buying by miscellaneous and relatively small consuming lines, which cannot be followed in detail. Production statistics are absolute proof that somebody has bought and received the steel.

The Steel Corporation's shipments in May were at about 90 per cent of capacity, against 92 per cent in April, representing an unusually small decrease for the time of year. The unfilled tonnage losses, 97,008 tons in April and 405,191 tons in May, indicate, with shipments as estimated, that bookings were about 85 per cent of capacity in April and 60 per cent of capacity in May. The unfilled tonnage decrease in the three months March, April and May was much less than the losses in the same months of either of the two preceding years.

Steel producers are themselves surprised by the manner in which buying has kept up. The small orders being placed a few weeks ago seemed to betoken, according to precedent, a lighter volume later, but it is seen now that there is merely a change in style, the hand-to-mouth policy of buying being followed still more closely, and as there has been no anticipatory buying there must be buying now and throughout the summer to maintain consumption.

It is also noteworthy how well steel prices have held in the past few weeks considering the very strenuous competition and the fact that for a long time there have been various irregularities according to point of delivery and size of order. The steel market on the whole is no lower than a month ago.

In two lines, sheets and strips, there is a notable exhibition of strength. Both lines are now holding at prices higher than prevailed on many contracts made for the present quarter, and third quarter buying is now expected at full prices. In sheets the prices are: Blue annealed, 2.25 cents; black, 3 cents; galvanized, 3.85 cents; automobile sheets, 4.25 cents.

The Illinois Central has ordered 4500 freight cars, the Reading 1000 and the Chicago and Illinois Midland 350. Total freight car purchases since January 1 are slightly above 40,000 cars, about 16,000 of these having been placed in January.

In the past four weeks fabricated structural steel lettings have run at about 25,000 tons a week, or about 70 per cent of the average rate previously, since January 1. The total to date is about level with the corresponding total last year.

The valley pig-iron market has remained quiet to date, but

in some other markets there has been more activity and all told June is likely to be a fair month in sales, chiefly for third quarter delivery. Connellsville coke remains dull, as does scrap.

## Birmingham Iron Market.

Birmingham, Ala., June 13—[Special.]—Following the trend of several weeks and longer now, buying into third quarter of the year is in small lots, the hand-to-mouth policy being maintained by the melters of pig-iron. The quotations are firm, \$18 per ton, No. 2 foundry, 1.75 to 2.25 per cent silicon. The cast-iron pressure-pipe makers have considerable business on hand, but future prospects are not as bright as they have been for two years. Other industries are reporting more or less decline. However, there are some consumers of pig-iron who have not seen fit to curtail production and others are confident their present activity will continue for some time.

Statistics show that pig-iron production in Alabama is equal to or above what it was during the same period of last year. Two blast furnaces were blown out the past month, one on basic and the other on foundry iron.

Reports have been current that basic iron has been sold in this district at a concession on the \$18 per ton price, but there is no verification. Steel production is still soft as compared to 60 days ago, several open-hearth furnaces being out of commission but in shape to resume on very short notice. Several of the larger finishing mills have reduced their working forces and are regulating the production to meet the demand.

Sloss-Sheffield Steel and Iron Company's new blast furnace is about completed; it has a number of modern devices which will attract attention. A sintering apparatus and other equipment will care for the slag from the furnace, this former waste product now having a valuation which makes it worth recovering. Other attachments will receive favorable mention in the machinery and furnace world. This furnace will have a daily output of around 400 tons of iron. Adjacent to the furnace the company is pushing excavation work for the power plant unit, these plans calling for additional power looking to electrification of the works of the company throughout the district. While there is a little quiet spell on in the iron market, the work of making improvements, betterments and developments is being pushed, confidence being noted on all sides that the lull is of a temporary nature and that before long there will be recuperation and along very definite lines.

Survey of the various iron-consuming interests shows that while there is still some unfilled tonnage more business is needed. The cast-iron pressure-pipe makers are producing steadily and shipping as quickly as the consumers will take the product. The stock on yards is being worked off gradually. The stove foundries are also feeling the effect of the decline in the market and while their purchases are a few hundred tons at a time, there has been more or less curtailing. The foundries and machine shops which have been following a trend of diversification are enjoying more or less benefit in that there is a demand for certain of their products, while the old shop trade may be easier.

Definite announcement as to plans of development by the Gulf States Steel Company are looked for at an early date. So far it is known that among other development will be a new blast furnace with larger capacity than the one now at Alabama City, near Gadsden, and a power plant which will furnish power for the electrification of all works. The power plant will employ the gas from the blast furnace. The by-product coke works will be increased and haulage systems in

coal mines greatly improved. Rounding out of finishing mills is also proposed.

Including the construction of two immense blast furnaces by the Tennessee Coal, Iron and Railroad Company, as well as developing its power plant at Fairfield, iron and steel, besides coal and coke development under way in the district, is showing expenditures of more than \$7,500,000. By the end of the year the coal, coke, pig-iron and other output of this section will be materially increased.

Coal production is off, the estimate now being that weekly production in Alabama is around 365,000 tons. Railroads have made contracts for their year's probable needs and in practically all instances are taking the same tonnage as last year. The coke market is fairly good with the quotations remaining firm, foundry coke selling at \$5.50 per ton with beehive coke, a small amount being made, at \$6. Independent producers have curtailed production but small per cent.

The scrap iron and steel market is unchanged. It has been several months now since there has been any activity worth while in the old-material market. Dealers are unable to make any estimates. However, there is still a little heavy melting steel and No. 1 cast scrap moving. No trouble is being encountered by dealers in getting all the old material they can handle.

#### PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$18.00; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$18.50; iron of 2.75 to 3.25 per cent silicon, \$19.00; iron of 3.75 to 4.25 per cent silicon, \$19.50; charcoal iron, f. o. b. furnace, \$20.00.

#### OLD MATERIAL.

|                                 |                    |
|---------------------------------|--------------------|
| Old steel axles .....           | \$16.00 to \$17.00 |
| Old iron axles .....            | 16.00 to 17.00     |
| Old steel rails .....           | 12.50 to 13.00     |
| Heavy melting steel .....       | 12.00 to 13.00     |
| No. 1 cast .....                | 15.00 to 16.00     |
| Stove plate .....               | 13.00 to 14.00     |
| No. 1 railroad wrought .....    | 11.00 to 12.00     |
| Old car wheels .....            | 12.00 to 13.00     |
| Old tramcar wheels .....        | 12.50 to 13.50     |
| Machine-shop turnings .....     | 8.50 to 9.00       |
| Cast-iron borings .....         | 8.50 to 9.00       |
| Cast-iron borings (chem.) ..... | 13.00 to 13.50     |

### The Metal Market.

New York, June 13—[Special.]—Moderately active and fairly steady describe the non-ferrous metals over the past week. The previous week had been strong and active with sales the largest in aggregate for quite some time. It was natural therefore for the most recent six business days to see greater moderation in the metals business.

Declines in prices outnumbered the advances, yet the declines were not as severe as three weeks ago when some new low quotations since 1923 and 1924 were attained. Low prices seem to be a trouble from which the entire metal industry is suffering, iron and steel as well as the non-ferrous metals. In steel, for instance, shapes and bars are now the lowest in price since August, 1922 while steel plates are lowest since September, 1925.

The sharpest drop of the week was in quicksilver which went down to \$117, compared with \$123 the previous week. Pure platinum has declined another \$3 per ounce to \$70. However silver is holding firm at 57 cents per ounce or higher. But generally speaking, the precious metals are weaker marketwise than the baser and major metals.

Quicksilver had been unusually high for several months and this automatically speeded production until now the cycle is turning and there is more of this metal than needed. In the case of platinum it is the aggressiveness of the Russian producers that has demoralized the market. Russia has played an important part in the world metal trade so far this year. For the most part the nation has been a buyer of large quantities of copper, lead and zinc. For that reason there is an economic soundness for that country to ship to the United States in return large quantities of manganese ore and platinum metal.

Copper has been the duldest of the major metals. Lead and

zinc have been as active as any week in May though not as brisk as the first week in June. Tin has been rather dull and featureless. Antimony has eased off gradually in price.

Trade in the non-ferrous metals often follows closely that in steel. A barometer in steel was read during the past week in the form of the unfilled order statement of the United States Steel Corporation. This showed the smallest tonnage of orders on books since December 31, 1910. Yet at the same time the American Iron and Steel Institute reported that average operations in the steel industry during May were at 94½ per cent of practical capacity. Low unfilled orders and high operating rates might appear inconsistent. The answer is the extreme hand-to-mouth character of buying for the purpose of keeping inventories down to the lowest possible point.

The only statistics for May which came out during the past week pertained to the slab zinc industry. The report showed a more favorable statistical situation in that shipments were increased 3,761 tons, amounting to 50,458 tons; production lost 330 tons, aggregating 51,296 tons; exports increased 3,022 tons, amounting to 4,898 tons. The least favorable item was surplus stocks which gained 838 tons, the total at the close of the month standing at 42,046. However, the increase was only one-fourth that of the preceding month.

During the past two weeks considerable zinc has been sold quietly, one day having witnessed a turnover of 1,500 tons. During this time prices advanced from 6 cents to 6.30 cents per pound, East St. Louis. At the close they had eased back to 6.25 cents due to slight declines on the London Metal Exchange. Both dealers and consumers have been buying quite liberally. The past week was not as active as the period previous.

Copper was quiet for two principal reasons: First, it was the natural pause after the rather heavy purchasing at the start of the month; second, consumers wished to ascertain the statistical situation for May, which will be known early this week. It is rather expected that a gain in surplus stocks of refined copper will be shown.

The official domestic price of copper was the same all week at 12.75 cents per pound, delivered, though it is known that second hands sold as low as 12.70 cents, possibly even under that. Copper Exporters, Inc. maintained a price of 13.10 cents c. i. f. European ports. So far in June the makers of copper sheets have been the most active purchasers, these makers in turn having booked large orders from the makers of washing machines, their best customers.

The chief producer of lead kept prices intact at 6.40 cents per pound, New York, throughout the week, though in the "outside market" was due to continual price declines on the week and 6.45 cents at the close. In the East St. Louis district as high as 6.25 cents was paid in some cases, though the leading producer of the district charged 6.17½ cents early in the week and 6.15 cents late. The sagging of prices in this "outside market" was due to continual price declines on the London Metal Exchange, which if prolonged enough, will divert Mexican lead to the United States from Europe.

A week ago spot tin had reached 68¼ cents per pound but at the close of the past period 67¾ cents prevailed. Business was poor, total sales having amounted to 700 tons compared with 1,800 tons the previous week. Prompt tin is still very scarce and hence there is a premium of 3½ cents per pound over tin for September delivery.

### Production Steel Ingots.

The calculated production of steel ingots as reported by the American Iron and Steel Institute for the five months ending May was 20,308,375 tons, compared with 20,419,656 tons for the same five months of 1926. Operating capacity of the companies reporting was 96 per cent, compared with 98.4 per cent for the same period of 1926.

## RAILROADS

### Railroad Earnings in April and in the First Four Months of 1927.

Class 1 railroads in April had a net railway operating income of \$73,627,248, which for that month was at the annual rate of return of 4.36 per cent on their property investment, according to reports just filed by the carriers with the Bureau of Railway Economics. In April, 1926, their net railway operating income was \$75,881,708, or 4.61 per cent on their property investment.

This compilation as to earnings in April is based on reports from 183 Class 1 railroads representing a total mileage of 238,187 miles.

Gross operating revenues for April amounted to \$498,427,865, which compares with \$500,489,191 in April, 1926, or a decrease of four-tenths of 1 per cent. Operating expenses in April totaled \$384,667,987, compared with \$385,783,021 in the same month in 1926, or a decrease of three-tenths of 1 per cent.

Class 1 railroads in April paid \$30,390,190 in taxes. This brought the total tax bill of the Class 1 railroads for the first four months in 1927 to \$119,481,917, an increase of \$947,380, or eight-tenths of 1 per cent above the corresponding period in 1926.

Class 1 railroads for the first four months in 1927 had a net railway operating income amounting to \$299,964,211, which was at the annual rate of return of 4.63 per cent on their property investment. During the corresponding period of the preceding year their net railway operating income amounted to \$299,850,537, or 4.75 per cent on their property investment.

Gross operating revenues for the first four months in 1927 amounted to \$1,985,746,338, compared with \$1,974,741,994 during the corresponding period in 1926, or an increase of six-tenths of 1 per cent. Operating expenses for the first four-month period of 1927 totaled \$1,529,253,575, compared with \$1,523,204,210 during the corresponding period the year before, or an increase of four-tenths of 1 per cent.

### High Weekly Figures on Freight.

Loading of revenue freight for the eighth week so far this year again exceeded one million cars, this being in the week ended May 28, according to the Car Service Division of the American Railway Association. Total loading of revenue freight for that week amounted to 1,026,397 cars, an increase of 9594 cars over the preceding week, due principally to increased shipments of coal, miscellaneous freight, ore, grain and grain products and merchandise and less than carload lot freight. Since January 1 there have been loaded with revenue freight a total of 21,352,566 cars, which compares with 20,919,811 cars loaded during the corresponding period of last year and with 20,362,618 cars in the same period of 1925.

### Kansas City Southern Reports Gains.

The twenty-seventh annual report of the Kansas City Southern Railway Company, which covers the year 1926, shows total railway operating revenues of \$21,921,946.62, increase as compared with 1925, \$756,791.47; railway operating expenses, \$14,548,658.41, decrease, \$37,145.10; net revenue from railway operations, \$7,373,288.21, increase, \$793,936.57; net railway operating income, \$5,003,843.40, increase, \$510,417.23. Ratio of operating expenses and taxes to operating revenues, 72.92 per cent, decrease, 2.38 per cent.

### Baltimore and Ohio to Issue \$63,242,500 Par Value of New Common Stock.

The Baltimore and Ohio Railroad Company has decided to issue 632,425 shares of new common stock subject to the approval of the Interstate Commerce Commission. The par value of this stock is \$100 per share, so the aggregate par value of the entire new issue would be \$63,242,500, but, as it will be offered to the present stockholders for subscription at \$107.50 per share, it will yield for the company a total of \$67,985,687. Part of the proceeds will be used to retire (by January 1 next, it is stated) \$35,000,000 of 10-year 6 per cent bonds which mature July 1, 1929, but which are subject to call for redemption in whole but not in part on any interest date at 102½ and interest upon 60 days' notice being given. To retire these bonds before maturity would, therefore, require a total of \$35,875,000, which would leave a balance of \$32,110,687 for the company's treasury. Subscription rights will be effective July 31 to stockholders of record of June 20, according to the announcement.

It is furthermore understood that the balance of more than \$32,000,000 following the redemption of the \$35,000,000 of 6 per cent will be held in reserve to be used from time to time for enlargement of the facilities of the Baltimore and Ohio system and other purposes. It has been suggested in financial circles that some of this balance might be employed for the purchase of stock in other railroad companies in which it may be desirable to have some voice as to control.

A report from New York says that the new stock issue has been underwritten by Kuhn, Loeb & Co., Speyer & Co. and the National City Company, bankers, of that city.

The action of the Baltimore and Ohio Railroad's directors in deciding upon this large issue of stock is in line with the new idea which has gained favor of late years for the issue of stock instead of bonds when the financial position of a company justifies it.

### Enormous Freight Traffic In and Out of New Oil Towns in the Texas Panhandle.

Lubbock, Texas, June 10.—Notwithstanding the great shortage of the wheat crop in the Panhandle and South Plains as compared with last year, the Atchison, Topeka and Santa Fe, the Chicago Rock Island and Pacific and the Colorado Southern railroads expect to handle more traffic during the summer and fall period than ever before. These favorable prospects are due to oil development operations and to new town building which are going on all over Northwest Texas. The increase of traffic of the Santa Fe in the Panhandle during the last six or eight months is the largest in the history of that system for a similar period, it is stated.

It is pointed out that from the town of Borger alone an average of six trains of 90 cars each are sent out every night. These trains are made up solely of tank cars loaded with oil. Several inbound trains loaded with oil field materials and supplies and merchandise go to swell the enormous traffic which oil development has brought about in the Borger district. All of this is new business for the Santa Fe, for the reason that a year ago the site of Borger, which now has a population of more than 30,000, was bald prairie. The Santa Fe's yards at Borger are six miles long. Several other towns on the Santa Fe and the Rock Island are doing nearly equally as large business as that which is done at Borger.

An average of more than 200,000 cars of oil a month have been moved out of the Panhandle over the Santa Fe during the last six months. The inbound traffic of lumber, pipe, machinery and general merchandise over the three railroads is enormous. The beneficial effect of the heavy business is felt all through this region. At Slaton, a division point on

the Santa Fe, the yards are being enlarged and other improvements made. Test wells are being drilled in every county in Northwest Texas and these operations add to the traffic of the railroads.

### Liberal Expenditures by Railroads for Equipment and Improvements Result in Reduced Operating Expenses.

M. J. Gormley, chairman of the Car Service Division of the American Railway Association, speaking last week to the convention of the Mechanical Division of the Association at Montreal, Canada, said in the course of his address: "The addition of large numbers of modern cars and locomotives, in addition to improvements in terminals, reduction in grades, and so forth, has meant the expenditure of large sums of money to provide the adequate transportation service now being rendered. During the past six years the railroads have made total expenditures of \$2,450,751,648 for equipment and \$2,102,726,104 for other improvements, an aggregate of \$4,553,477,752. The other side of the story is that the operating expenses for 1926, when the heaviest traffic on record was handled, were \$1,112,600,000 less than 1920. True, this reduction was not all due to the improvements made in the physical plant, but certainly the largest part of it was due to that fact. These results not only prove the wisdom of what the railroads have done to provide more adequate transportation, but also point the way to what they must continue to do in the future to provide for the constantly growing traffic demands of the country."

### Clinchfield Connection Approved by Interstate Commerce Commission.

The Interstate Commerce Commission has approved the application of the Louisville & Nashville Railroad for authority to build its proposed connecting line from Chevrolet, Ky., to Hagans, Va., about 14 miles, construction of which will enable interchange of traffic between the Louisville & Nashville, the Clinchfield Railroad and the Atlantic Coast Line, through a trackage arrangement with the Interstate Railroad from Norton to Miller Yard, Va., about 18 miles. The route from Chevrolet will be via Hagans, which is on the Cumberland division of the Louisville & Nashville to Norton and at Miller Yard the Clinchfield Railroad will be reached. The latter connects with the Atlantic Coast Line System at Spartanburg, S. C. The cost of building the connection from Chevrolet to Hagans is estimated at \$5,287,000 and it is to be built at once according to expectations.

If traffic develops sufficiently it is understood that the Louisville & Nashville will at some future time build from Hagans eastward to connect with the Clinchfield at Speers Ferry, Va. To build this connection now would cost, it is estimated, about \$15,683,000, but it would avoid the long detour necessary to operate trains via Norton.

### Seaboard Leases a Line in Georgia and Florida.

President S. Davies Warfield of the Seaboard Air Line Railway system has just announced its acquisition by lease—subject to the approval of the Interstate Commerce Commission—of the Georgia, Florida and Alabama Railway, which is 184 miles long from Richland, Ga., on the Seaboard Air Line, southward via Tallahassee, Fla., to Carrabelle, Fla., on the Gulf of Mexico. At Tallahassee it again connects with the Seaboard. It traverses a region which has great possibilities of development. J. L. Nisbet of Atlanta, Ga., is president of the road which will be part of the Seaboard system.

### \$12,000,000 TERMINAL IMPROVEMENT.

#### Chesapeake and Ohio Railway Announces Plans at Covington, Ky., and Cincinnati, Ohio.

In line with extensive improvements which will greatly facilitate and augment the handling of business through the passenger and freight terminals at Cincinnati, the Chesapeake and Ohio Railway has announced the contemplated expenditure of \$12,000,000 for the separation of grades at Covington, Ky., and for the rebuilding of the bridge over the Ohio River between Covington and Cincinnati.

A new bridge to span the Ohio will be built immediately downstream from the present structure. It will consist of two 450-foot shore spans and one 675-foot channel span. The present bridge will be converted into a highway bridge, the tracks being removed and concrete slabs placed between the trusses, which will provide a three-way driveway. The railroad viaduct approaches on each side of the bridge also will be removed and replaced with highway approaches.

Between Licking River Bridge and Covington Yard five bridges over streets will be renewed with modern structures having concrete and ballast floors carrying the tracks. Two viaducts in this section about 400 feet long will be filled.

At Madison avenue, Covington, the present grade crossing will be eliminated and an underpass provided.

The tracks between 15th street, Covington, and the south bank of the Ohio River will be raised on fill, so that the grade will be three-tenths of 1 per cent, as compared with 1 per cent at present. Several tracks will be added and several grade crossings will be eliminated, and overhead bridges or subways provided. From 5th street to the south bank of the Ohio River a modern double-track viaduct with concrete and ballast floor carrying the track will be built.

The tracks at the passenger station, Pike street, Covington, will be elevated about 16 feet, and three covered platforms, each about 900 feet long, will be provided.

On the Ohio side the present viaduct approach to Mill street will be replaced with a modern structure and from Mill street to the Big Four tracks the present single-track viaduct will be replaced by a double-track steel viaduct. The single-track Inter-Terminal Railroad on a steel viaduct will be double tracked for several blocks.

### Cars of Special Design for Carrying Big Machinery—Other Equipment News.

The Pennsylvania Railroad has arranged for the construction of 12 flat cars of special design for carrying shipments of large size and great weight. Two of them will each have a carrying capacity of 275,000 pounds and the bulk of the shipments will be carried in a central depressed section that is 25 feet long and 6 feet 8 inches wide between side sills. The car body is 52 feet 6 inches long and total length is 54 feet 6½ inches. The other 10 cars are for shipments of transformers and the depressed center section of each is 20 feet long and 8 feet wide. Each car can carry a load of 230,000 pounds. The car length is the same as the first two cars. All cars have two six-wheeled trucks each.

The Illinois Central Railway has ordered 15 eight-wheel switching locomotives from the Baldwin Locomotive Works. It is also reported that this system has placed orders for 4500 freight cars.

The city of Hagerstown, Md., has sold a \$1,000,000 bond issue for the construction of water-works to Stein Bros. & Boyce, Baltimore, at 106.39, the securities to bear an interest rate of 4½ per cent.

## GOOD ROADS AND STREETS

### Tests Prove Value of Woven Wire Fence Guard.

A series of tests recently completed under the direction of Prof. William J. Putnam of the engineering department of the University of Illinois, give highway engineers accurate data of a comparative nature on the relative strength and safety of woven wire and wooden road guard. Claims made in behalf of woven wire guard are that it acts as a sort of giant yielding net, strong enough to stop the progress of a heavy, speeding car, yet elastic enough to break the shock, thus greatly reducing the danger to life and the damage to both car and fence; also that its lasting qualities and ease of repair make it more economical than any other type.

Experience with accidents on roads where this fence was in use had demonstrated its safety value and serviceability in general way, but no exacting tests had been made, so when the Illinois Highway Commission ordered 265,000 feet of woven wire fencing for its 1927 road program, the engineering department of the University of Illinois undertook tests with two main objects in view: 1—To determine the shock absorbing qualities, or energy absorption, of woven wire fabrics; 2—To determine, if possible, the extent to which physical properties of the wire are damaged by forming pickets during fabrication.

The material used was furnished by the Cyclone Fence Company of Waukegan, Ill. The fence guard tested was fabricated from heavy, No. 6 gauge, copper-bearing steel wire, woven in a two-inch mesh with knuckled edges. The links were formed by gradual, easy bending, so that the natural strength of the wire was preserved so far as possible. The standard width was 24 inches. The fabric was galvanized after weaving.

The tests showed that the energy absorbing qualities of a 10-foot stretch of this woven wire guard are slightly more than three times as great as the shock absorbing qualities of a 3 by 12-inch yellow pine plank on a 10-foot span. It is pointed out that with the chain link fabric the energy absorption would extend both ways from the point of impact, and that the fabric would be assisted by the yielding of the posts and the sliding of the posts which did not tip over or break off.

The absorption tests showed that the energy absorption qualities of the fabric are not seriously affected by keeping the fabric from narrowing down, and further that ordinary stapling to posts will not prevent such narrowing. In fact, such stapling would serve to furnish a little more energy absorption, due to the work done in pulling the staples and sliding the fabric across the post, it is pointed out.

The tests to determine what damage was done to the steel wire in fabrication showed that the resistance of the fabricated wire after being galvanized, was only 7 per cent less than that of the raw wire. Tests of fabricated wire before it was galvanized showed a loss in strength of 14.7 per cent, the regained strength of 7.7 per cent resulting from the annealing which takes place during the galvanizing.

### 37 Miles in Louisiana.

Baton Rouge, La.—Bids have been invited by the Louisiana Highway Commission for the construction of four road projects to cover more than 37 miles. The work will consist of 11.72 miles of gravel surfacing in Allen parish and 11.21 of similar work in Beauregard parish, for both of which projects bids will be opened June 23. On June 28 bids will be received for two projects in Vermillion parish to embrace 6.9 and 7.8 miles, respectively, of shell or gravel surfacing.

### Awards \$300,000 of Contracts.

Birmingham, Ala.—Road contracts calling for a total expenditure of approximately \$300,000 have been awarded by the Jefferson County Board of Revenue, low bidders receiving the awards. The work is covered in nine projects and the awards were made upon the recommendation of Claude Rogers, county engineer.

### Seven Maryland Projects to Cost \$205,000.

A tabulation of bids by the Maryland State Roads Commission for the construction of seven road projects indicates that the work will cost more than \$205,000. The proposed construction will embrace a total of 3.91 miles of concrete roads to cost \$85,033; 12.39 miles of concrete shoulders, \$92,223, and 2.99 miles of gravel road to cost \$27,758.

### Road Bids Asked in Texas.

Austin, Texas.—Bids addressed to R. A. Thompson, State highway engineer, Austin, will be received until June 20 by the State Highway Commission on nine road projects embracing a total of approximately 45 miles. The work will include 10.5 miles of bituminous topping, 25.34 miles of grading and drainage structures, 3.91 miles of bituminous surface treatment and 5.85 miles of grading and concrete pavement.

### Virginia Invites Bids.

Richmond, Va.—Sealed bids will be received until June 30 by the State Highway Commission for the construction of six road projects, covering a total of 32.64 miles, and for building 10 bridges. The road work will embrace four projects calling for a total of 23.84 miles of grade and drainage, one project covering 8 miles of gravel and one for .8 mile of concrete. Plans and specifications are on file at the Richmond office and district offices and may be obtained from the former.

### Bids Wanted on Alabama Projects.

Montgomery, Ala.—Bids will be received until June 22 by the State Highway Department for eight road and bridge projects to involve construction in a number of counties. The proposed work will include 11.51 miles of road in Pike county, construction of bridges on road between Uniontown and Newbern, in Perry and Hale counties, construction of road in Marion county, building bridge across Chattahoochee River, near Alaga, Ala.; repair two bridges in Jefferson county, building bridge between Guin and Hamilton, in Marion county; drainage structures in Russellville, Ala., and building an overhead crossing over railway tracks at Alberta City.

### Texas May Build Cement Plant to Supply Highway Commission.

Austin, Texas, June 13—[Special.]—The State Senate has adopted a resolution, introduced by Senator Walter C. Woodward of Coleman, requesting the State Board of Control and the Highway Commission to make an estimate of the probable cost of constructing a State cement plant for the manufacture of cement to be used in road construction, and to submit the estimate to the legislature. The resolution points out that in view of an extensive road program being prosecuted by the Highway Department and the fact that adequate labor may be furnished by the State penitentiary to operate the plant, such an industry would probably save the State and counties much money in the construction of roads.

### **\$1,350,000 of Bonds for Section of Florida Cross-State Highway.**

Daytona Beach, Fla., June 13—[Special.]—A bill authorizing the sale of bonds for the construction of the eastern section of the cross-State highway, known as the Ocala Road, has passed both houses of the Florida Legislature and has been approved by the Governor. The road will be built by the State Road Department and will entail a bond issue of \$1,350,000. It will pass through a district extending from the Atlantic Ocean to St. John's River, traversing a distance of 38 miles. The district has an area of 400 square miles and numbers among its most important towns Port Grange, Daytona Beach, Holly Hill, Ormond, Pierson, Barberville, Garden Springs and DeLeon Springs.

The entire road will be 108 miles long, crossing the narrowest part of Florida from Ocean to Gulf. In Volusia county it will pass through approximately 250,000 acres of fine timber, grazing and agricultural lands and will enter Marion county to pass through the center of a Government game and timber reservation of 100,000 acres. It will be routed within 300 feet of Silver Springs, six miles from Ocala, and will be built by local labor with the use of Coquina Rock for the east end and limestone rock in the Marion county section.

Charles F. Burgman of Daytona Beach, chairman of the district road commission, plans to call an election soon on the proposed bond issue and will appoint a committee to handle the campaign. It is thought that the election will be held simultaneously with that for the East Coast Canal.

### **Missouri Asks Bids on 83 Miles.**

Jefferson City, Mo.—Sealed proposals will be received until June 24 by the State Highway Commission for 29 road projects covering a total of approximately 83 miles and for 11 bridge projects, plans and specifications for all of which may be obtained from the office of T. H. Cutter, chief engineer, this city, or from division engineers of the commission. The proposed road work will include 3.99 miles of chat road, 23.82 miles of gravel or chat, 11.46 miles of concrete, 28.75 miles of graded earth, 15.27 miles of gravel and .36 mile of rock asphalt. Among the bridge projects, nine will be for new structures, one for repairing a bridge and one for cleaning and painting.

### **Road Work to Cost \$2,250,000.**

Raleigh, N. C.—Bids will be opened on July 6 by the State Highway Commission for road construction to cover approximately 170 miles and estimated to cost \$2,250,000. The work will include 85 miles of dirt or gravel roads and a similar mileage of hard-surfaced roads. Among the latter will be a section of 10.51 miles between Raleigh and Wilson on State route No. 91 through Nash county. A contract will also be awarded for hard-surfacing 10 miles of route No. 21 in Wake county to the Hartnett county line, which will complete the hard-surfacing of this road in Wake county.

### **State Aid for Texas Road Project.**

Palestine, Texas.—Two-thirds of the cost of building a concrete road from Palestine to Neches will be borne by the State Highway Commission, according to information received here by County Judge Shelton. The cost to the State will be \$214,000 and to Anderson county, \$107,000, State funds to be available as soon as the county sells the remainder of its road bonds. The commission has also agreed to pay three-fourths of grading and constructing the remainder of the Neches Highway from Neches to the river, the State's expenditure to be \$16,000.

## **TEXTILE**

### **To Build 46 Additional Dwellings.**

Elberton, Ga.—Through the office of Robert & Co., Inc., of Atlanta, engineers for the Seaboard Silk Mills here, the latter company has awarded contract to the Batson-Cook Company, West Point, Ga., for the erection of 46 additional dwellings in its mill village. This company has recently completed its plant and erected the first of its dwellings. The last contract calls for completion of the houses within 90 days.

### **Dye Works to Build Boiler House.**

A contract has been awarded to Potter & Shackelford, Greenville, S. C., to erect boiler house at Burlington, N. C., for the National Dye Works, according to advices to the MANUFACTURERS RECORD from J. E. Serrine & Co. of Greenville, engineers for the project. The building will be one story, of brick construction with a concrete coal pocket, all to contain about 8000 square feet of floor space. The plant of the National Dye Works is equipped for dyeing, bleaching and finishing seamless hosiery.

### **Contract for \$2,000,000 Mill.**

General contract for the erection of the proposed textile mill building, warehouses and 100 cottages at Montgomery, Ala., for the West Boylston Manufacturing Company of East-hampton, Mass., has been awarded to the Batson Cook Company, West Point, Ga., according to a telegram from Robert & Co., Inc., of Atlanta, engineers for the project. The mill building will contain 250,000 square feet of floor space and, as previously announced, will be equipped with a minimum of 30,000 spindles and complementary machinery for the production of cotton yarns, tire yarns and tire fabrics. The cost of the plant is estimated at \$2,000,000.

### **Silk Mill for Union, S. C.**

Union, S. C.—Organization of the Dainty Maid Silk Mills, with a capital stock of \$150,000, has been effected here by the election of W. S. Nicholson, president and treasurer, and L. E. Winnie, vice-president, secretary and general manager. The plant will be located in a brick building formerly used as a newspaper plant and will manufacture glove silk underwear and silk gloves, production to begin within 30 days. Machinery has been acquired and is now being installed. This is the second enterprise of a similar character to be organized here this spring; it will employ more than 200 operatives. The directors include L. E. Winnie, Emslie Nicholson, F. H. Garner, R. L. McNally, C. M. McWhirter, J. Roy Fant, W. Shepard Nicholson and A. G. Kennedy.

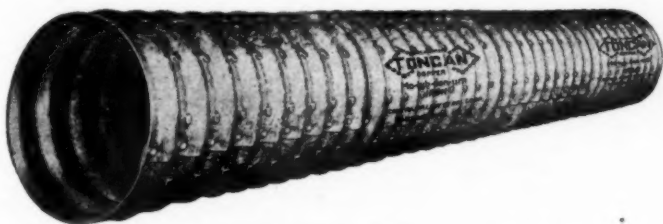
### **Proposed 700-Loom Mill at Marietta, S. C.**

Definite information has been received by the MANUFACTURERS RECORD from S. Slater & Sons, Inc., of Webster, Mass., relative to the new textile mill which that company plans to build at Marietta, S. C. A tract of 400 acres of land has been purchased and it is the purpose of the company to build a spinning and weaving mill of 700 looms. It also contemplates the possibility of finishing these goods at the plant and is providing for this in its construction program, although the finishing department may be a matter of several years. J. E. Serrine & Co. of Greenville, S. C., are the engineers in charge of construction and will receive all building bids. It is expected that actual construction will be started early in the fall and that the mill will be in operation in the spring of 1928.

## MECHANICAL

### Improved Type of Perforated Drain.

To overcome constant roadbed troubles resulting from improper drainage, corrugated iron perforated drains of various types have been used for years to carry away sub-surface water, and of importance to the engineer is their freedom from breakage and alignment troubles, together with abundant strength and long life. Meeting these requirements much more satisfactorily than of old, perforated



DRAIN SHOWING TYPE OF CONSTRUCTION.

drains of corrugated, double-galvanized (hand-dipped) iron have been widely used by leading railroads. As a pioneer in the manufacture of this type of drain, and one of its largest producers, is the Canton Culvert and Silo Company of Canton, Ohio, which recently announced an important improvement in perforated drainage structures.

Their new type "B" Drain, illustrated in the accompanying picture, consists of a galvanized, corrugated pipe, furnished in any required diameter, punched in the upper two-thirds of its circumference with rows of holes, each protected by an outward-pressed tongue raised about 1/8 inch from the body of the pipe. This construction it is stated greatly retards the entry of silt or dirt into the pipe and excess water is carried off quickly and completely. Several roads are now installing these drains where excessive sub-surface moisture impairs road-bed efficiency.

The base metal used is 16 gauge or heavier Tongan Copper Molybdenum Iron, a comparatively recent metallurgical improvement in the field of rust-resisting irons. By the addition of 40 per cent copper and 5 per cent molybdenum to highly refined iron it is noted that an alloy is formed which has greatly increased rust and corrosion resistance. The company also says that tees, elbows and curved sections to any radius can be supplied, as well as flat bottom pipe for use where head room is very limited. Nestable construction, permitting compact shipment and field assembly, is manufactured in addition to full circle riveted construction.

### Clamshell Buckets, a Development From Ancient Greece, Now Widely Used by Contractors and Manufacturers.

It is a far cry from the days of Alexander the Great's siege operations to Twentieth Century industry, yet the modern building contractor, the coal dealer, the road builder of today, owe a great deal to the ingenuity which Greek engineers of that distant time showed in constructing siege machinery. One of these engines was the forefather of the modern clamshell bucket. The idea was a pincers operated from the end of a swinging boom, the closing action of the pincers being applied in much the same manner as the action of the clamshell bucket. This gigantic pincers, swung against the coping of an enemy's embattlements, would seize a huge stone and tear it from the wall.

It is surprising that the principle involved in this ancient siege engine was not developed earlier for lifting purposes.

The clamshell bucket does in a fraction of the time, work that could formerly be accomplished only at tremendous expenditure of human labor. Clamshell buckets are made for a variety of tasks, in sizes and weights to meet different requirements. There are types for handling coal from cars, barges or piles; there are buckets armed with detachable teeth that will dig into clay or packed gravel and come up each time with a full load; there are light-weight buckets for fast work in easy materials; huge buckets for cleaning snow from the streets of our great cities—an almost endless variety.

In building construction clamshell buckets have proved their value time and again. Recently in Cleveland, the contract for a great office building was let, and the question of what method should be used for excavation came up. That part of the city was underlain with a strata of fine, close-packed sand that acted much like quicksand. The firm in charge of the work saw no other way to handle it than by hand labor. The cross bracing required to prevent cave-ins made it impossible for a bucket to get side swing. It was a case of a straight drop, and digging in. They were finally induced to try a certain bucket, and the time they had estimated for the foundation digging was practically cut in half.

In another part of the country, on road construction, a bucket was needed that would handle big boulders, fragments of broken up concrete pavement, large crushed stone, and small aggregate. The same manufacturer that furnished the buckets for the Cleveland office building work, supplied a bucket that got full loads of the large material with the same facility that it handled the small aggregate.

A whole industry has grown up around the use of buckets for dredging purposes in rivers. The clamshell bucket solved the problem by getting full loads many feet under water, out of sight of the operator and the dredgers found that there was a profit in selling the dredged sand and gravel, for concrete construction.

The multiple uses of clamshell buckets include trench digging, excavating within caissons, industrial plant work with monorail to carry the bucket and its load from one part of the plant to another, bridgework and many other phases of building and transporting activities.

### Powdered Coal in Public Utility Plants.

The General Gas and Electric Corporation has issued an illustrated booklet in which the use of powdered coal in the operation of its electric power stations is prominently featured. It is one of the first booklets to be issued by a large power corporation treating so extensively on this subject. Properties of the various subsidiary companies are illustrated. There are pictures, also, of important industries which are large power users on the Pennsylvania-New Jersey, New York-Pennsylvania, North Carolina, South Carolina and Florida power systems.

The text reviews the operations of the General Gas and Electric Corporation properties, W. S. Barstow & Co., Inc., New York city, financial and operating managers, which serve nearly 250,000 customers in 813 cities and towns. Operating revenues of these properties amounted to \$24,093,376 in 1926. The issue of the book is for 15,000 copies, which are being mailed to stockholders.

### Pulp and Paper Company Awards Contract.

Covington, Va.—A contract has been awarded by the West Virginia Pulp and Paper Company, New York, to the Morton C. Tuttle Company, Boston, Mass., for the erection of a brick, concrete and steel storage building and railroad trestle at its plant here. The structure will be approximately 240 by 70 feet, and work on it is expected to be started at once.

# CONSTRUCTION DEPARTMENT

## EXPLANATORY

Additional information is published about all enterprises mentioned in this department as soon as such data can be obtained.

The date at the end of an item indicates issue of the Manufacturers Record in which earlier facts about the same enterprise were published.

## DAILY BULLETIN

The Daily Bulletin is published every business day to enable its subscribers to follow up promptly the industrial, commercial, railroad, financial, building and general business development of the South and Southwest. To machinery manufacturers and dealers, contractors, engineers and others who require daily information of every new enterprise organized and details about important additions to enterprises already established, the Daily Bulletin is invaluable. Subscription price, \$30.00 a year.

### Airplane Plants, Stations, Etc.

La., New Orleans—St. Tammany-Gulf Coast Airways, Inc., 330 Carondelet St., capital \$50,000, incorporated; M. D. Kostmayer, United Fruit Bldg.; John Luzzza, 340 Carondelet St.; Edward Makofsky, 1509 Audubon St.; to conduct airplane transportation service between New Orleans and Mississippi Gulf Coast; has ordered 3 planes.

North Kansas City (Br. of Kansas City, Mo.)—City, H. F. McElroy, Mgr., reported, votes this fall on \$1,000,000 bonds for airport, probable site of 687 acres.

N. C., Wilmington—New Hanover County, Addison Hewlett, Chmn., reported, construct Bluthenthal Memorial Airport on Gordon Road.

Okla., Tulsa—Spartan Airplane Sales Co., incorporated; W. E. Parker, 1616 S. Cincinnati St., Ruth Helen Parker, D. B. Hamilton, 1623 E. Third St.

Tex., Beaumont—A. R. Hazard and Robert Maverick leased airport; construct filling station, hangar, tool shop, etc.

Va., Richmond—Dept. of Public Works, G. M. Bowers, Asst., has acquired 100 acres, leased 300 acres as site for municipal airport, now under construction; probably erect 2 hangars, 60x100 ft.; beacon, flood, ceiling, boundary and miscellaneous lighting to be purchased and installed by city electric department. 6-9

### Bridges, Culverts and Viaducts

#### Proposed Construction

Ala., Guntersville—State Highway Comm., Montgomery, plans traffic bridge across Tennessee River at Guntersville, Marshall County; W. A. McCalla, State Highway Engr.

Ala., Huntsville—State Highway Comm., Montgomery, reported, considering highway bridge over Tennessee River at Whitesburg; W. A. McCalla, State Highway Engr.

Ark., Dardanelle—State Highway Dept., Little Rock, plans receiving bids July 15 for bridge across Arkansas River at Dardanelle, Yell County. 6-9

Florida—State Road Dept. receives bids for 2 bridges. See Roads, Streets, Paving.

Fla., Cross City—Comms. of Dixie and Levy Counties, reported, will grant franchise to DuPont interests, Alfred I. DuPont, Wilmington, Del., and associates, to build toll bridge across Suwannee River.

Fla., Eau Gallie—Banana River Bridge Co., capital \$30,000; chartered; John R. Mathers, J. E. Kerrick, J. R. Linder.

Fla., Miami—City, Frank H. Wharton, Mgr., received low bid from Fred T. Ley Co., Inc., Vail Arcade, Miami, and Jacksonville, \$257,550, for N. W. Twelfth Ave. Bridge across Miami River, including \$164,934 for approaches. 5-26

Fla., St. Petersburg—Snell Island Development, H. E. Townsend, representative, considering bridge spanning neck of Coffee Pot Bayou at entrance to Snell Isle; causeway on mainland side.

Ga., Alma—Bacon County plans 3 bridges. See Roads, Streets, Paving.

Ga., Claxton—Evans County will build 3 or 4 bridges. See Roads, Streets, Paving.

Ky., Covington—Chesapeake & Ohio Ry. Co., C. W. Johns, Ch. Engr., Richmond, Va., plans bridge over Ohio River, between Covington and Cincinnati, Ohio; two 450-ft. shore spans, 675-ft. channel span; highway approaches to viaduct to have entrances at Fourth and Main Sts., Covington; convert present bridge into highway bridge, placing concrete slabs between trusses; 5 bridges between Licking River Bridge and Covington

Yard, concrete and ballast floors; replace present bridges; under pass at Madison Ave., Covington, to eliminate grade crossing; double track viaduct, with concrete and ballast floor, from Fifth St. to south bank of Ohio River; overhead bridges or subways from Twelfth to Sixth St. inclusive, eliminating present grade crossings; approximate expenditure \$12,000,000. 4-28

Ky., Greenup—Greenup County Fiscal Court, J. B. Bates, Clk., receives bids July 5 for bridge across Tygart's Creek at Red Hot.

Ky., Somerset—J. E. Newman, Versailles, considering building toll bridges at Burnside and Waterloo.

Md., Baltimore—Board of Awards receives bids June 22 for Clifton Ave. Bridge over Windsor Mill Road; plans from Stuart Purcell, Highway Engr., and B. L. Crozier, Ch. Engr.; Wm. F. Broening, Mayor. 4-21

Miss., Gulfport—Harrison County Board of Supvrs. receives bids July 5 for bridge over Back Bay of Biloxi, 638 lin. ft. pile bridge approach, 163-ft. 4-in. overall swing span; re-erect 230-ft. cable bridge over Wolf River; W. S. Hawkins, Const. Engr.

Missouri—State Highway Dept., receives bids for 11 bridges. See Roads, Streets, Paving.

Mo., Kansas City—Public Service Co., has plans for approach with 300-ft. clear span over railroad tracks to Eighth St. tunnel.

Mo., Marshfield—See Roads, Streets, Paving.

Mo., St. Louis—See Roads, Streets, Paving.

North Carolina—State Highway Comm. receives bids for 3 bridges. See Roads, Streets, Paving.

N. C., Southport—Brunswick County Comms. plan bridge over Elizabeth River, 4 ml. from Southport.

N. C., Washington—State Highway Comm., Raleigh, plans bridge over Tar River, Washington; replace present bridge.

S. C., Charleston—Federal Securities Corp., and H. M. Byllesby & Co., Chicago, reported, have agreed to finance a guarantee of completion of Cooper River Bridge at cost of \$3,000,000; Harry H. Barkerding, 148 E. Bay St., and Charles R. Allen, 16 Vendue Range, officers of Cooper River Bridge Co., Inc. 4-28

Tex., Port Arthur—H. L. McKee, Edgemore St.; A. T. Eddington, 2735 Procter St., and others will incorporate under name of Sabine Developers, Inc., for 6 ml. causeway across Sabine Lake, from Port Arthur pleasure pier to Cameron Parish, La.; 40-ft. roadway, two 10-ft. sidewalks, 15-ft. elevation; 3 ml. on Texas side will be earthen dump with graveled or shelled surface; 3 ml. concrete, in Louisiana; 60-ft. span lift bridge at center of causeway for lake craft; cost about \$1,500,000; U. S. Engineers have tentatively approved project.

Virginia—State Highway Comm., receives bids for 10 bridges. See Roads, Streets, Paving.

Va., South Norfolk, Norfolk—Portsmouth, Chuckatuck and Smithfield Bridge Corp. of South Norfolk, will increase maximum authorized capital from \$100,000 common to 15,000 shares common, without par value, and \$200,000 preferred; Charles R. Welton, Pres., 407 Court St.; J. Davis Reed, Sec., Craford Pl., both Portsmouth; Z. H. Powell, Citizens Bank Bldg., Norfolk.

West Virginia—State Road Comm., Charleston, received low bids for 5 bridges; Fayette County, Honey Creek Bridge, No. 1942, Vincennes Bridge Co., Vincennes, Ind., \$20,684; Cotton Hill Station Bridge, No. 1943, Vincennes Bridge Co., \$83,830; Putnam County—Robertson Bridge, Monty Brothers, Omar, \$25,321; Mason County—Tomblason Bridge, No. 1099, O. S. Hord, Huntington, \$20,919;

Salt Creek Bridge, No. 1094, Huntington Engineering Co., First Natl. Bank Bldg., \$34,086. 5-19

### Contracts Awarded

Miss., Gulfport—Harrison County Board of Supvrs. let contract to Newsom Brothers, Columbia, at \$11,524 for 3 bridges in Beat No. 3.

Okla., Tulsa—Tulsa County Comms. let contract for 4 bridges, culverts, etc. See Roads, Streets, Paving.

S. C., Greenville—Slattery & Henry, Inc., Capers Bldg., Greenville, has contract to pave approaches to concrete bridge across Enoree River, on Greenville-Spartanburg Highway.

Tex., Galveston—Galveston County, John M. Murch, County Auditor, let contract to John Jacobson, 2311½ C St., at \$8,124, for Sixty-first St. Bridge and Offsets Bayou. 5-26

W. Va., Weirton—Dravo Contracting Co., Pittsburgh, Pa., awarded contract for 1,800 tons structural steel for Steubenville-Weirton bridge.

### Canning and Packing Plants

Tenn., Blountsville—Clarke Canning Co., R. E. Clarke, Mgr., will erect canning plant; 30x40 ft., frame; wood floors; galvanized roof; install general canning outfit. See Want Section—Machinery and Supplies.

Tex., Longview—Atkinson Canning Co., capital \$250,000, incorporated; J. H. Atkinson, V. B. Hurst, Oliver D. Daniel.

Va., Strasburg—Shenandoah Apple Products Corp., E. G. Grab, Gen. Mgr., advises, is erecting unit of canning plant for packing apples in No. 10 cans, sweetened apple sauce and fancy apple butter; capacity of present unit 30,000 doz. No. 10 cans, ultimate capacity 100,000 doz. No. 10 cans; 60x70 ft.; 2 stories; concrete floors; metal roof; cost of building \$15,000; of machinery \$50,000; construction by local management; install dryer and canning equipment; Louisville Drying Machinery Co., Louisville, Ky.; Coons Mfg. Co., Anderson-Bargrover Co., San Jose, Cal.; Langsenkamp & Co., S. O. Randall's Sons, Mch. Contr. See Want Section—Machinery and Supplies.

### Clayworking Plants

Tex., Amarillo—Pan-Tex Clay Products Co., Louis Rognstad, Sasper, Wyo.; Alfred R. Lowey, Oliver-Eagle Bldg., Amarillo, Directors, reported, plan erecting brick and hollow tile plant.

### Coal Mines and Coke Ovens

Ark., Fayetteville—Lawrence Wright, 2709 Herbert St., Fort Smith, acquired the Fayetteville Coal Co.

### Concrete and Cement Plants

Md., Baltimore—Maryland Concrete Corp., J. Gouline, Pres., 884 Equitable Bldg., acquired 2 acres at 8th and O'Donnell St., will erect concrete block, cement, tile and concrete products plant, duplicate of Halthorpe plant.

### Cottonseed-Oil Mills

Tex., Rule—The Jayton Cotton Oil Co., C. Francis, Gen. Mgr., reported, plans improvements to plants at Rule and Jayton; cost \$20,000.

### Cotton Compresses and Gins

Ala., Atalla—J. H. Arnold of North Alabama Warehouse and Compress Co., reported, construct warehouse, cost \$75,000; later may install compress.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

La., Sunset—Sunset Farmers Gin Co., capital \$20,000, incorporated; C. A. Gardiner, A. T. Burleigh, Geo. J. Boudreau.

Miss., Itta Bena—Mahoney Cotton Gin Co., capital \$20,000, incorporated; E. H. Mahoney, L. D. Mahoney.

Miss., Laurel—Laurel Compress Co. and Laurel Oil and Fertilizer Co., reported, construct 100,000 gal. capacity water tank.

Okla., Marlow—Farmers Gin Co., capital \$15,000, incorporated; Theodore Stover, D. C. Hybarger, C. C. Chapman, both of Chickasha.

Okla., Poteau—A. C. Dunklin, Fort Smith, and F. L. Holton, Poteau, reported, acquired cotton gin.

Tex., Dallas—Texas Cotton Growers Gin Holding Co., capital \$200,000, incorporated; J. T. Orr, 3520 University Blvd.; W. D. Farls, W. W. Pitts.

Tex., Grand Prairie—Grand Prairie Gin Co., capital \$30,000, incorporated; J. E. McMillan, F. M. Fagan, Helen M. Fagan.

Tex., Wellington—Everybody's Gin Co., capital \$10,000, incorporated; Louis A. House, John C. House, Nell House.

### Drainage, Dredging and Irrigation

Mo., Kansas City—See Miscellaneous Enterprises.

Okla., Oklahoma City—Roy Coppock, Gate, and D. B. Welty, Terminal Bldg., Oklahoma City, reported, construct \$2,000,000 irrigation project; approximately 50,000 acres in Beaver and Harper counties will be irrigated; construct canal 600 ft. wide from North Canadian River south of Gate to natural reservoir five miles east of city; reservoir will cover 70,000 acres land; flood waters from river would be diverted through channel to reservoir; will then be irrigated by force of gravity; the 50,000 acres in 2 counties.

### Electric Light and Power

Electric light and power work in connection with many LAND DEVELOPMENT operations involves the expenditure of large sums of money. See that classification for details.

Ala., Centre—City will install electric street lights.

Ark., Batesville—Arkansas Power & Light Co., Pine Bluff, Ark., advises, will expend \$750,000 for improvements including 110 kv transmission line from system, a sub-station at Batesville, rebuilding of distribution system and of water system, as well as extension to serve industries adjacent to city; all work will be done by departments of company's organization. 6-2

Ark., Flippin—North Arkansas Power Co., Wyatt Wolf, Mgr., has light franchise; is constructing line from Cotter here. 4-14

Florida—United Gas Improvement Co., Broad and Arch Sts., Philadelphia, Pa., reported, obtained, subject to approval by stockholders, controlling interest in Day & Zimmermann, Inc., 16th and Walnut St., Philadelphia, operating utilities in 14 states, including National Public Service Co., which furnishes through subsidiaries, electric light, and power, gas, steam and electric railway, bus, ice and water service in New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, Georgia and Florida; General Public Utilities Co., supplying electric light, ice and water to 60 towns in Florida, Texas, New Mexico, Arizona and South Dakota; Southern Ohio Public Service Co., serving Zanesville, O.

Fla., Jacksonville—City, Comsn., Frank H. Owen, Chrmn., receives bids June 27 for equipment. See Want Section—Bids Asked.

Fla., Leesburg—McEaddy Electric Co., capital \$10,000, incorporated; P. P. McEaddy, E. M. Smith.

Ga., Lakeland—City, reported, considering erecting hydro-electric plant at Lake Irma, cost \$55,000; concrete dam 16 ft. high; L. L. Patten, T. E. Miller, Committee.

La., Denham Springs—City, reported, granted 25 yr. light and power franchise to Louisiana Ice and Utilities Co., Inc., Alexandria.

La., Shreveport—Southwestern Gas and Electric Co., reported, erect 5 substations; James Hill, Jr., Electrical Supt.

Miss., Piquette—Henry A. Mentz, Engr., Hammond, La., engaged as consulting engineer for white water installation; 50 posts, with prisms, glassware, regulator control apparatus, and all else for complete job; date for bids not set.

Miss., Water Valley—City, reported, planning constructing water and light plant; 2 story, brick, steel and concrete; Thos. H. Allen, Engr., Bank of Commerce Bldg., Memphis, Tenn.

Miss., West Point—Mississippi Power & Light Co., Jackson, will probably acquire water and light plant.

Missouri—Black River Hydro-Electric Co., Hamilton D. Mepham, Pres., Waldorf Hotel, New York, opens bids June 24 for hydro-electric dam near Poplar Bluff earth filled dam with concrete corewall, concrete flume and spillway, work includes clearing of dam site approximately 60 acres; excavate for concrete corewall, depth of 20 ft.; reinforced concrete wall, 25,000 cu. yds., excavation for and construction of reinforced concrete flume to carry river through dam to be closed by cast iron gates on completion, approximately 6000 cu. yds. of concrete; including cast iron gates; necessary excavation for changing channel of river through flume; excavation on upper side of corewall for clay puddle wall and placing same, approximately 9 ft. thick for full length of corewall, approximately 70 ft. high; 2,385,000 cu. yds. of earth fill; concrete spillway approximately 700 ft. wide, required about 4000 cu. yds. of concrete; balance of development will be let later, including construction of 14 ft. concrete and iron tunnel, 600 ft. long, constructed through clay ridge, distance of 130 ft., intake controlling gate, trash rack, etc.; power house proper will consist of building approximately 40 ft. wide 120 ft. long, 60 ft. high, with traveling crane and concrete foundations for four 5,000 kw vertical type turbine generator units; tail race dredged from power house building to river distance of 2000 ft., tunnel and tail race to have capacity of maximum flow of 2000 cu. ft. per second; plans and specifications at office of Chief Engineer, W. A. Fuller, Railway Exchange Bldg., St. Louis, bids are to be addressed to H. D. Mepham, Pres., Black River Hydro-Electric Co., in care of W. A. Fuller, Sec., Railway Exchange Bldg., St. Louis.

Mo., Joplin—Federal Securities Corp., H. M. Byllesby & Co., Inc., Pearsons-Taft Co., all Chicago; Henry L. Doherty & Co., A. B. Leach Co., Inc., both New York, are offering 75,000 shares of \$6 dividend cumulative preferred stock of Cities Service, Power and Light Co.; company and its subsidiaries operate utility companies in 14 states.

Mo., St. Louis—Board of Public Service, reported, let contract to Reeves & Skinner, 2211 Olive St., to furnish and erect complete electric generator at Howard's Bend.

Mo., St. Louis—Board of Public Service receives bids June 28 for complete street lighting system. See Want Section—Bids Asked.

Okla., Oklahoma City—Southwestern Light and Power Co., reported, construct electric distribution systems in Martha, Binger and Lookaba; 4500 kv-a, 66,000 volt substation at Chickasha hydro-electric plant; 2000 kv-a, 13,000 volt substation at Chickasha steam plant; 1000 h. p. boiler in Lawton power plant; gas distribution plant in Blair; 56 ton fresh water ice plant at Lawton; 30 ton distilled water plant at Duncan electrified; improve Snyder plant.

South Carolina—Southern Public Utilities Co., Charlotte, N. C., reported, acquired franchise and distribution system of Pendleton Electric Co., serving towns of Pendleton and Sandy Springs; will improve.

S. C., St. Matthews—Broad River Power Co., Columbia, advises: "Acquired city light system and franchise; capacity of plant is 50 kw.; company will continue to use present plant, until high tension transmission line, now under construction is completed; when this line is finished city will be furnished current from our interconnected system which includes large steam generating central station at Parr Shoals."

Tenn., Paris—Kentucky-Tennessee Light and Power Co., 61 Broadway, New York, reported, has franchise at Murray, Hazel and Puryear; constructing electric line.

Tex., Eastland—Oil Belt Power Co., J. E. Lewis, V. P., will enlarge power plant 3 miles south of here; construct 265 miles high lines radiating from plant; company wires: "Authorization has been made for installing 15,000 kw. turbine with accompanying boilers, condensing equipment, etc.; orders for this work being handled by Electric Bond & Share Co.'s Engineering Dept., 65 Broadway, New York."

Tex., Sierra Blanca—El Paso Electric Co., H. C. Webb, Sales Mgr., El Paso, reported, install power plant.

Va., Bedford—B. J. Duehr and James H. Rogers, reported, interested in community lighting system.

### Fertilizer Plants

Md., Canton, P. O., Baltimore—Summers Fertilizer Co., J. E. Totman, Pres., Stock Exchange Bldg., plans rebuilding plant burned last year; 1-story, probably 100x180 ft., at 5th Ave. and Clinton St.

### Flour, Feed and Meal Mills

Tenn., Jamestown—Jamestown Milling Co., Inc., J. W. Evans, will erect flour mill; capacity 40 bbls.; 40x36 ft.; stone and wood; wood floors steel roof; install engine and corn mill. See Want Section—Machinery and Supplies.

### Foundry and Machine Plants

Md., Baltimore—Machine Shop Products—Flynn & Emrich, 301 N. Holliday St., acquired portion of building 407 E. Saratoga St., for additional storage facilities.

N. C., Greensboro—Textile Machinery—Southern Manufacturing and Supply Co., capital \$25,000, incorporated; R. A. Gibbs, Jr., John L. Bartram, American Exchange Bank Bldg.; R. A. Gibbs, Sr.

Tenn., Chattanooga—Saw Mill Machinery, etc.—Hamilton Trust and Savings Bank, are offering \$300,000 first (closed) mortgage 15-yr. 6% bonds of Wheland Co., Inc., Whiteside and 22nd St.; slush pumps and machines now being manufactured for oil fields require complete inventories in each of the active fields, both in this country and abroad, necessitating additional working capital. 5-12

### Gas and Oil Enterprises

Fla., Jacksonville—G. E. Barrett & Co., Inc., Frederick Peirce & Co., both New York, are offering \$1,500,000 6% gold debentures, series A bonds of Jacksonville Gas Co.; proceeds to be used to retire outstanding debentures and bank loans, to provide for betterments of company's property and for other corporate purposes. 5-5

Fla., Sebring—August Heckscher, 50 E. 42nd St., New York, and Irwin A. Yannell, Lake Wales, reported, develop oil lands in Polk County.

Fla., Tampa—The Texas Co., Pennsylvania Ave., reported, erect asphalt tank on Nineteenth St., cost \$20,000.

Fla., West Palm Beach—F. B. Oil Products Co., incorporated; J. H. Foster.

Louisiana—Dixie Gas and Utilities Co., formed in Delaware, reported, to acquire producing and distributing natural gas properties in Louisiana, Texas and other states; W. L. Moody and O. H. Seagraves, of Houston Gulf Gas Co., Houston, Texas, interested; company plans acquiring outstanding bonds and capital stock of Marshall Gas Co., owning gas distributing system at Marshall, Tex., and Cedar Grove, La., and 31 mile pipe line from Marshall to Moringport, La., and capital stock of State Line Oil and Gas Co., supplying gas to Shreveport, La.; sold \$15,000 shares of 7% cumulative preferred stock to Goddard & Co.; company will have 150,000 shares outstanding of 500,000 authorized no par common stock.

La., New Orleans—Dickens Oil Co., Inc., capital \$50,000, incorporated; Pascal Almonico, 3211 Ursuline St., Nirma Korman, 627 Plmira Ave., Lucas J. Schiro, 3001 Banks St.

Mo., Kansas City—Skidmore Oil Co., reported, erect oil station N. E. cor. Fourteenth St. and Holmes St.

Mo., Kansas City—Gate City Oil Co., capital \$25,000, incorporated; James E. Chandler, 2100 Central St.; Robt. L. Bradford, 6338 McGee St.; Percy A. Budd.

North Carolina—Merger and consolidation, reported, of Carolina Gas and Electric Co., Goldsboro Gas Co., New Bern Gas and Fuel Co., Neuse River Electric Co., Washington (N. C.) Gas Co., Greenville Gas Co., Kinston Gas Co., Fayetteville Light and Power Co., of Kinston, N. C.; with 50,000 shares of common stock with par value and 50,000 \$6.00 preferred stock with par value, subscribed stock \$515,000; R. A. Blackwood, C. I. Cirpen, Stephen C. Bragaw, interested, incorporate under name of Carolina Gas & Electric Co.

N. C., Durham—Public Gas and Oil Co., capital \$40,000, incorporated; C. A. King, 205 Parrish Pl., L. C. Farmer, C. B. King.

Okla., Chickasha—George White Oil Co., incorporated; F. C. Hall, Powell Briscoe, George White.

Okla., Oklahoma City—Oklahoma Gas and

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Electric Co., constructing underground ducts for high-voltage lines in down-town districts, conduits containing from 12 to 15 ducts, each 4-in. in diam.; install underground transformers.

Okl., Shawnee—Earlsboro Oil Co., capital \$150,000, incorporated; John W. Parker, G. L. Immer, both Earlsboro.

Okl., Tulsa — Oil Field Investment Co., capital \$25,000, incorporated; Maurice Sanditen, Herman Sanditen, M. B. Berkman, of Detroit, Mich.

Okl., Wetumka — Meaders - Harrison Oil Corp., capital \$64,000, incorporated; B. H. Harrison, Roy Meaders, W. M. Blakely.

S. C., Rock Hill—Atlantic Gas Co., reported, acquired Rock Hill Gas Co.; install additional equipment.

Texas—Southwest Gas Co., Keystone Bldg., Houston, will issue \$3,000,000 first (closed) mortgage 6 3/4% sinking fund gold bonds with stock purchase warrants; company is the consolidation of number of gas distributing systems including MacThwaite Oil & Gas Co., Pontotoc Pipe Line Co., DeLeon Gas Co., Tri-Cities Gas Co., and other companies supplying natural gas to cities and towns from Central Texas and Oklahoma including Curoo, Yoakum, Gonzales, Stephenville, Dublin, DeLeon, in Texas; Ada and Seminole in Oklahoma; in addition company directly or through subsidiaries supplies gas to Oklahoma Gas and Electric Co., Central Power & Light Co., Oklahoma Portland Cement Co., and others; company obtains its supply of gas through long-term contracts with Houston Gulf Gas Co., American Oil and Refining Co., Independent Oil and Gas Co.'s subsidiaries and others; company advises: "Contract for construction work has been awarded to Sanderson & Porter, 52 William St., New York, who have established an office at Yoakum, Texas, to supervise the installation of transmission lines from Edna (connecting point of Houston Gulf Gas Co.'s main line to Curoo, Yoakum and Gonzales and building of distribution system in these towns.) 6-9

Texas—United Iron Works, Ridge Arcade Bldg., Kansas City, Mo., reported, to construct for Landreth Production Co. two 80,000 bbl. storage tanks in Crane county.

Texas—Gulf Pipe Line Co., Gulf Bldg., Houston, reported, construct two 80,000 bbl. oil storage tanks in Winkler county pool.

Tex., Amarillo — Texarillo Refining Co., capital \$300,000, organized by Dorset Carter, of Pantex Pipe Line Co., Massie Bldg., and associates; construct \$200,000 refinery with capacity 5000 bbls. daily.

Tex., Austin — Meriwether Oil Co., J. S. Meriwether, have 1700 acres oil land.

Tex., Austin—M. H. Reed, Pres., Chamber of Commerce, F. W. Sternberg, Adam R. Johnson, 500 Congress St., reported, interested in natural gas system.

Tex., Borger—Ralph-Baker Corp., capital \$125,000, incorporated; Benj. B. Ralph, Donald R. Baker, Joe E. Truitt.

Tex., Clarendon — A. J. Hardendorf, reported, granted natural gas franchise; Joseph Rady, City Engr., will make preliminary survey.

Tex., Coleman — M. G. Cheney, reported, interested in organizing company with \$60,000 capital, to lay pipe line.

Tex., Cross Plains — Southwest Gas Co., Keystone Bldg., Houston, reported, acquired Cross Plains Gas Co. and Rising Star Gas Co.'s distributing system at Pioneer, Burkett and Cross Cut, etc., with about 40 miles connecting mains.

Tex., Dalhart—Stephen Brown, representing A. D. Morton, Bartlesville, Okla., reported, granted 25 yr. gas franchise.

Tex., El Campo—Houston Natural Gas Co., Petroleum Bldg., reported, establish natural gas distribution system.

Tex., Fort Worth—Cleveland-Farm-Massey Well, Inc., capital \$60,000, incorporated; C. C. Massey, W. W. Massey, C. M. Massey.

Tex., Gainesville—Sinclair Pipe Line Co., Tulsa, Okla., reported, having surveys made for pipe line from Nocona to Bulcher and Muenster fields.

Tex., Marshall — Southwestern Gas and Electric Co., Shreveport, La., and East Texas Public Service Co., reported, merged.

Tex., Olney — Upham Gas Co., reported, granted natural gas franchise; construct line from Panhandle to near Byers, Holliday, Archer City, etc.

Tex., Orange—City, reported, granted gas franchise to Moody-Seagraves Co., Inc., Houston; construct 10-in. main, carrying gas from Louisiana fields to state of Texas; Dixie Pipeline Co., will be distributors of gas sup-

ply; local company to be operated as Dixie Gas Co.

Tex., Pecos — McMan Oil and Gas Co., Drew Bldg., Tulsa, Okla., subsidiary Magnolia Petroleum Co., reported, acquired 50% interest in 753 acre lease in Pecos County from Marland Oil Co. for \$500,000.

Tex., Temple — Lone Star Gas Co., 1915 Wood St., Dallas, will install natural gas plant; construct pipe line from Waco, to Temple, cost about \$1,100,000; company through Union Trust Co., Pittsburgh, Pa., is offering \$15,000,000 of 15 yr. 5% sinking fund debentures.

Tex., Wichita Falls — McCarty Oil Co., Waggoner Bldg., and Carl Bailey, reported, acquired Brown county oil holdings of Tower-McKanna, Inc.

Tex., Wichita Falls—British-American Oil and Gas Co., Brown Bldg., capital \$150,000, incorporated; Walter K. Campbell, Robert M. Pitcher, R. O. Kenley, Jr.

W. Va., Huntington—Warfield Natural Gas Co., Charleston, reported, construct pipe line under Levisa Fork of Big Sandy River; 21-in. in diam.

### Ice and Cold-Storage Plants

Fla., New Smyrna—East Coast Ice Co., recently acquired East Coast Milling Co.'s plant, are rebuilding, installing new boilers and compressors, rebuilding present equipment.

Fla., Ocala—J. M. Meffert will construct 25-ton ice and cold storage plant. See Want Section—Machinery and Supplies.

South Carolina—Carolina-Georgia Service Co., incorporated in Delaware, to acquire 21 ice manufacturing and distributing companies in South Carolina and Georgia, 18 including Greenville, Greenwood and Aiken; Augusta, Gainesville and Cornelia, Ga.; capitumities within 100 mi. of Anderson, initial will consist \$1,110,000 of first mortgage 6% sinking fund gold bonds, series A; gold bonds, closed issue, \$500,000 of five year \$750,000 of five year general mortgage 6 1/2%, 6 1/2% bond secured sinking fund gold notes; 7,150 shares of no par \$7 dividend preferred stock, and 60,000 shares of no par common stock.

Tex., Comfort—Central Power and Light Co., Frost Bldg., San Antonio, let contract to Will Orth, Builders Exchange, San Antonio, to erect ice station and store building; 1-story, 39x31 ft., concrete and brick. 6-9

Tex., Dallas—Stubbs Ice Co., 1401 S. Preston St., capital \$10,000, incorporated; M. J. Stubbs, T. M. Stubbs, 2300 Second St.; C. G. Stubbs.

Tex., Houston—Pacific Fruit Express Co., Southern Pacific Bldg., Houston, Tex. and San Francisco, Cal., reported, erect big ice plant; cost \$250,000.

Tex., San Marcos—Texas Public Utilities Corp., reported, let contract to Geo. L. Kennedy for drive-in ice dispensing station West Hopkins and Fredericksburg Sts.; brick and tile ice station and storage vault; install modern mechanical ice dispensing machine; Fred Lange, has contract for plumbing; electric wiring and landscaping contracts not let. 4-14

### Land Development

Ark., Hot Springs—J. M. Yeager, Drew, Miss., reported, acquired "Fountain Lake" resort, tract of 250 acres.

Fla., Fort Lauderdale—A. & B. Properties, Inc., capital \$10,000, incorporated; A. C. Veach, Alma R. Witt.

Fla., Fort Myers—Land Purchase Co., Inc., incorporated; Macon G. Williams, Raymond I. Bassanta.

Fla., Fuquay Springs — Wake Insurance and Realty Co., capital \$10,000, incorporated; J. P. Johnson, P. L. Smith, R. B. Lewis.

Fla., Homosassa — Simonds & West, 1101 Buena Ave., Chicago, Ill., reported, acquired 6440 acres in Taylor County; will develop for farming; George A. Miller, supervising work.

Fla., Jacksonville—Garrett Sons and Co., Inc., incorporated; O. B. Garrett, Clyde P. Thomas, 1838 Forbes St.

Fla., Jasper—Gay Ice & Cold Storage Co.; M. M. Gay, has plant, 12 tons daily output; will install Diesel Engine; Columbus Iron Works, Columbus, Ga., to furnish equipment. See Want Section—Mchy. and Supplies. 5-12

Fla., Miami—Shelco Co., Inc., incorporated Walter D. Payne, 1582 Flager St., Elsie M. Hollington.

Fla., Miami—Consolidated Holding Co., capital \$10,000, incorporated; Cecilia G. Lynch, K. Mozley.

Fla., New Smyrna—See Miscellaneous Construction.

Fla., Oviedo—Oviedo Farms and Nurseries, Inc. incorporated; C. K. Phillips.

Fla., Sanford—Frank L. Woodruff & Sons, Co., incorporated; Frank L. Woodruff, Frank L. Woodruff, Jr.

Fla., Sarasota—Wm. Wrigley, Jr., 400 N. Michigan Ave., Chicago, Ill., reported, acquired tract of land.

Fla., St. Petersburg—Maderia Beach Park, Inc., incorporated; A. B. Archibald, 341 Central Ave., Catherine K. Archibald.

Fla., Titusville—Gruber-Smith, Inc., chartered; Arthur T. Gruber, T. Knight Smith.

Fla., Vero Beach—Pocahontas Groves and Gardens, Inc., incorporated; Nellie B. Hutchison Reed, H. Hutchison.

Fla., West Palm Beach—Gladecrest Farms, Inc., capital \$300,000, incorporated; Byron L. Ballard, Earl Turner.

Ga., Lafayette—J. B. Pound, Lookout Mountain, and Lee J. Langley, Long Bldg., Rosevale, Chattanooga, Tenn., reported, develop Lulu Lake and falls district.

Ga., Savannah—C. S. Levey Co., Inc., incorporated; C. S. Levey, Forsyth Apt.; Carl Pfau, John L. Travis, 222 40th St. E.

Ky., Frankfort—J. M. Gilbert, Herndon Evans, reported, interested in developing Cumberland State Park; \$16,000 available.

La., New Orleans—A. Bearthonnand Inc., capital \$20,000, incorporated; Harry Hirsch, 3919 Baronne St., G. J. Berthonnand, 530 S. Rampart St., Henry Jacobs, 324 Walnut St.

Md., Baltimore — See Miscellaneous Construction.

Md., Baltimore — Rugby Apartments Co., 516 N. Charles St., incorporated; Henry W. Webb, Thomas M. Burckes, Eugene Bolster, 112 W. Mulberry St.

Md., Baltimore — Prosperity Building Co., 2225 Ruskin Ave., incorporated; Frederick W. Hesterberg, Margaret Hassett, Samuel Karlinsky.

Md., Baltimore—Allen Barnes, Inc., 1217 E. North Ave., incorporated; Edgar J. Allen, Wilmer L. Barnes, 10 South St.; Wilmer N. Barnes.

Md., Timonium — Frank W. Miller, 3001 Greenmount Ave., Baltimore, will develop 28 acre subdivision; owner architect and contractor. 6-9

Md., Waldorf—Washington Gardens, Inc., 923 15th St. N. W., Washington, D. C., will develop 8600 acres for agriculture, fruit growing, poultry farms, etc.

Mo., Kansas City—F. E. Hermon Realty and Building Co., capital \$25,000, incorporated; Jas. A. Baker, Edwin Metcalf, Frank Hermon, 3228 Euclid Blvd.

Mo., Kansas City—Dr. J. J. Settle and Dr. H. C. Lienhardt, both Commercial Bldg., North Kansas City, plan developing 21 acres on Jefferson Highway.

Mo., Union—City, reported, voted \$10,000 park bonds. Address The Mayor.

N. C., Lenoir — Lenoir Improvement Co., Inc., T. H. Broynhill, Pres., will develop golf course; E. S. Draper, Charlotte, Landscape Archt. 6-9

N. C., Wilmington — Brookwood Realty Corp., Oliver T. Wallace, Pres., 108 Princess St., developing subdivision; will install water, sewers, roads and streets, gas, etc.; expend \$30,000.

Okl., Rhea—Peck Ridge Cemetery Corp., incorporated; A. M. Ferrell, J. M. Long; T. W. Allen.

S. C., Columbia—Orangeburg Real Estate and Survey Company, capital \$10,000, incorporated; P. M. Smoak, J. M. Albergotti, S. Dibble Moss.

S. C., Darlington—W. P. Law, Inc., increased capital \$20,000 to \$100,000.

S. C., Greenville—City, reported, plans extensions to Springwood Cemetery.

Tenn., Chattanooga—International Building and Loan Assn., F. H. Bowler, 619 Walnut St. acquired 35 acres, will develop subdivision.

Tenn., Elizabethton — Watauga Development Corp., increased capital \$150,000 to \$400,000; reported acquired \$400,000 worth of property.

Tenn., Knoxville — Craig-Cooper-Coffman Co., 206 Mercantile Bld., and Ed. C. Schmid, 701 Market St., reported, develop subdivision on Scenic Drive; install water, sewers, gas, electric.

Tenn., Nashville — Neil Hunt, Lone Oak Rd., Pres., Buttermilk Co., reported, develop 88 1/2 acres for subdivision.

Tenn., Sweetwater—Waldo Enholm, Sweetwater, C. B. Stanley, Niota, reported, leased tract for golf course.

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Tenn., Signal Mountain—Williams Point Development and Construction Co., (Michigan Interests) developing 10 acres in Signal Mountain Palisades for subdivision; James Verhey, Volunteer Bldg., Chattanooga. Supervising Archt., in charge of construction.

Tenn., Townsend—Laurel Lake Club, Sam T. Broyles, V.-P., Maryville, reported, develop golf course and club on 1300 acre site; plans by Donald Ross, Golf Archt., Southern Pines, N. C.; will construct 600 ft. dam back up 48 acre lake.

Tex., Dallas—Linn Development Co., incorporated; R. C. Brumfield, Hugh Owens, L. P. Kean; develop town site of Linn.

Tex., Dallas—University Park Development Co., J. Fred Smith, Pres., S. W. Life Bldg., will develop 250-acre subdivision; install streets, water, sewers, electric lights.

Tex., Fort Worth—Board of Park Comms., reported, develop 57 acres for park development; O. B. Johnson has contract for band stand.

Tex., Houston—Magnolia Park Land Co., Second Natl. Bank Bldg., reported, planning development of Section B, subdivision, 60 acres.

Tex., Houston—Matagorda Development Co., capital \$30,000, incorporated; George J. Crossland, J. A. Elkins, E. D. Adams, both Esperson Bldg.

Tex., Longview—Pine Crest Golf Club, J. O. Monday, Pres., plans golf course.

Tex., McAllen—Montezuma Country Club Estates, reported, develop golf course.

Tex., Mission—Adolph Glesen, St. Louis, Mo., Sec. Homerville Improvement Assn., reported, interested in developing 2640 acres land; will irrigate; plant citrus orchards.

Tex., Odessa—Wink Township Co., Inc., Jno. T. Cross, Pres., developing 640 acre townsite; install water works and sewerage; streets being graded; Electrical Service Co. of Dallas and Bell Telephone Co., installing electric lights and telephones. 6-9

Tex., San Antonio—Northside Investment Co., H. C. Thorman, Pres., 125 E. Travis St., acquired 147 acres on San Pedro Ave., will develop.

Tex., San Antonio—Sam Houston Realty Co., capital \$85,500, incorporated; Carl D. Newton, 2604 S. Pressa St.; Walter Giesecke, 306 Ellsmere Pl.; Martin Giesecke.

Tex., San Antonio—Arneson-Clark Co., 608 Gunter Bldg., incorporated; Louis A. Arneson, Jay M. Clark.

Tex., San Antonio—Clyde Logue, Fox Co., 209 Alamo Plaza, reported, acquired tract on Fredericksburg Rd., will develop.

Va., Alexandria—B. B. Ezrine Construction Co., reported, install sanitary sewers, curb and gutter, side walks and bituminous roadway in subdivision, also gas main.

### Lumber Enterprises

Fla., Jacksonville—Fred S. Gray Co., 926 W. Bay St., reported, acquired 31,000 acres in Baker county, containing 32,000,000 ft. of timber.

Fla., Odessa—Dowling Co., capital \$500,000, incorporated; W. H. Dowling, J. H. Dowling.

Ga., Brunswick—Universal Trading Co., incorporated; B. Padrosa, A. J. Mitchelson, H. O. Farr.

La., Baton Rouge—W. C. Dunbar Lumber Co., Inc., Jackson Rd., capital \$20,000, incorporated; Windler K. Dunbar, Katherine E. Dunbar.

La., Winnfield—See Miscellaneous Enterprises.

Okla., Picher—Austin McWilliams Lumber Co., incorporated; W. H. Poole, Picher; L. B. McWilliams, Miami.

Tex., Houston—Thacker Building and Lumber Co., Pease and Broadway, reported, erecting 2-story mill work building; 50x75 ft., 36,000 sq. ft. floor space.

Tex., Wichita Falls—Texas Lumber Co., 1112 Ohio St., will erect building at 1512 Lamar Ave.

Va., Bluefield—Seyler Lumber Co., reported, acquired tract on East River mountain; will develop and install tramway.

W. Va., Clarksburg—Pardee & Curtin Lumber Co., Goff Bldg., has 30,000 acres virgin timber in Webster County, will establish lumber plant, daily output 100,000 ft.; double band mill, 60x140 ft.; wood, concrete foundations, stone boiler house; wood floors; metal roof; cost of building \$50,000, of equipment, \$50,000; Allis-Chalmers Mfg. Co., Milwaukee, Wis., Equipment Contrs.; construction by owners. 6-9

### Mining

Tenn., Nashville—Amesite Asphalt Co. of Ohio, Inc., 880 The Arcade, Cleveland, O., reported, acquired quarries and other facilities at Mimms; establish plant to manufacture amesite asphalt paving, Frank M. Whitfield, State Mgr., Cotton State Bldg. Company wires: Plant capacity 400 tons per day; construction will be carried on by corporation, own engineers with co-operation of J. D. Farasey Mfg. Co., 37th St. & Erie R. R., Cleveland, O., through whom practically all equipment will be ordered; construction details will be similar to those found in Amesite plants in Arkansas; in addition to plant at Nashville it is planned to erect within short time plants at Memphis, Knoxville and Chattanooga; expenditure in Tennessee calls for about \$250,000.

Tex., Ballinger—Charles G. Leonard, Louisville, Ky., reported, acquired 1,237 acres mineral lands in Runnels and Coke counties.

### Miscellaneous Construction

Ala., Mobile—Wm. L. Sibert, Chmn. State Docks Comsn., soon receives bids for warehouse on Pier No. 1; 250x500 ft.

Ala., Mobile—Wharf—Alabama State Docks Comsn., receives bids June 30 for concrete apron wharf. See Want Section—Bids Asked.

Ark., Bald Knob—Swimming Pool—Irwin Wynn, reported, let contract to Carl Garms, Little Rock, to erect concrete swimming pool on N. Arkansas Highway.

Ark., Dardanelle—Levee—Carden Bottom Levee District No. 2, D. C. Leve, Pres., will rebuild levee, cost \$12,000; A. Wilson, Constr. Engr., Conway, Ark. 6-2

Ark., Pine Bluff—Lee Henslee has contract at \$18,500 to repair breaks in English levee in district 3.

Ark., Pine Bluff—Special Levee Dist., Frank Allen, City Engr., construct 3 1/4 mi. levee.

Ark., Pine Bluff—Frenchtown Levee Dist., reported, receiving bids to widen and rebuild levee; Elson Hale, National Bank Bldg., Engr.

Fla., Miami Beach—Bulkhead—City Council plans expending \$285,000 for bulkhead and groin work and north beach; this work is portion of city and county \$3,000,000 ocean front protective work; Thomas J. Pancoast, Lincoln Rd. and Michigan Ave., member of Joint Comsn.

Fla., New Smyrna—City recently acquired 26 acres water front land for city docks, wharves, packing houses, cold storage, plant marine railway, club houses, etc.; wharves will accommodate over 100 boats; packing plant with 200 bbls. daily capacity; cold storage plant will be built by private interests; Sons of Leisure and Smyrna Yacht Club each have plans drawn for club; Island Park, 10 1/2 acres, fill for which is completed, supported by concrete seawall; Gus Gottschicks of National Gardens, will supervise landscaping.

Fla., Pensacola—Pier—City Comsn., reported, expend \$20,000 for improving city pier; will lease portion of dock to E. E. Saunders Fish Co.

La., Lake Charles—Board of Comms., E. F. Gayle, Sec., receives bids June 25 to deepen and widen 3 sections of drainage canals in Sulphur drainage district No. 3; will excavate 6918 cu. yds. from Choupique drainage ditch; 33,776 cu. yds. from one section of Houston ditch and 11,420 cu. yds. from another section of ditch.

Md., Baltimore—Bulkhead—Richard Macsherry, 520 N. Charles St., applied to War Department, U. S. Engineer's office, 300 Custom House, for permit to construct bulkhead of sheet piling on Patapsco River and extending to Cox Creek, having frontage of 2700 yds. approximately 1000 yds. channelward of present shore line; plan to dredge and fill creating 600 to 700 acres, bringing holdings to 2000 acres for industrial development.

Md., Baltimore—Pier—Western Maryland Railway Co., H. R. Pratt, Ch. Engr., will call for bids soon for McComas St. pier; plans for preliminary construction will be submitted within next 10 days; J. E. Greiner, Lexington Bldg., Engr. to Port Development Comsn.

Miss., Clarksdale—Sledge Bayou Drainage Dist., reported, let contract to L. W. Mashburn, Theater Bldg., to rebuild levee in Quitman County; cost \$26,000.

Miss., Gulfport—City let contract to Electric Appliance Co., 410 Canal St., New Orleans, La., for automatic traffic signals, for \$18,350.

Mo., Kansas City—See Miscellaneous Enterprises.

N. C., Charlotte—Mausoleum—Oaklawn Cemetery, U. J. Smith, Archt., Union Trust Bldg., Cleveland, Ohio, will soon let contract to erect mausoleum; 95x200 ft., designed in shape of "T," Mt. Airy granite, bronze fittings; cost \$500,000. 3-3

Okla., Oklahoma City—Grain Elevator—Chamber of Commerce, Stanley C. Draper, Asst. Mgr., negotiating with several concerns for construction of grain elevator.

Okla., Tulsa—City, reported, erect \$50,000 war memorial at Memorial Park Cemetery; Tulsa Legion Post also interested.

Okla., Tulsa—Dam—A. H. Burgess of Suburban Development Co., Inc., 408 S. Boulder St., reported, extend dam at Spring Lake, Cedar Crest.

S. C., Charleston—Pier—U. S. Engrs. Office, reported, plans extension of 200 ft. to custom house pier; will dredge in Sampit River, erect retaining walls.

S. C., Charleston—Port Utilities Comsn., reported, plans following construction work at Charleston Army base and Columbus St. terminals; Mooring rail on north end of terminal; platform on north side of warehouse No. 5, south side of warehouse No. 2, south side of warehouse No. 6; tanks for reserve water supply; trestle leading to docks; cost about \$80,000; are considering 2 types of sheds at Columbus St. terminals to replace burned structure; borings have been made by Simmons-Mayrant Co.; cost \$10,000. 5-19

S. C., Greenville—Park and Tree Comsn., J. A. McPherson, Chmn., reported, construct \$30,000 swimming pool in Cleveland Park.

Tenn., Chattanooga—Comms. of Dept. of Streets and Sewers at City Hall, receives bids until June 17 for retaining wall. See Want Section—Bids Asked.

Tex., Brownwood—Brownwood Elevator, Inc., Henry Hallings is erecting 100,000 bu. elevator; Stevens Engineer and Construction Co., Contr., 320 N. Fourth St., St. Louis, Mo. 6-9

Tex., El Paso—El Paso County votes July 6 on \$100,000 bonds for emergency flood protection, Fred Wilson, County Engr. 6-2

Tex., Galveston—Channel—Sabine District Committee, recommended well-marked and lighted channel from Port Arthur to outside Sabine bar; E. S. Lamphier, New Orleans, Supt. of Lighthouse.

Tex., Harlingen—Valley Intracostal Canal Assn., reported, having survey made by Gen. G. W. Goethals for proposed intracostal canal from Corpus Christi to Missouri Pacific bridge across the Arroyo Colorado.

Tex., McAllen—Water Improvement District No. 3, reported, let contract to Gunite Cement Gun Co., Inc., Allentown, Pa., for concreting canals, about 50,000 ft. of main laterals.

Tex., Olney—A. D. Neal, reported, has contract for concrete work on swimming pool; 122x72 ft.

Tex., Port Arthur—City Comsn., reported, receiving bids for canal levee from Houston Ave. to Woodworth Blvd.; W. O. Bower, City Engr.

Tex., San Angelo—See Sewer Construction.

Tex., San Antonio—Edward Green, 726 Broadway, let contract to Geo. H. Lotridge, 2908 Broadway, to erect green house, Maple and Main Ave.; 2-story and basement, 40x80 ft., Emmett T. Jackson, Archt., Bldrs. Exchange. 6-2

Va., Richmond—R. Keith Compton, Director Public Works, receives bids until June 17 to construct wading pool in Carter Jones Park. See Want Section—Bids Asked.

### Miscellaneous Enterprises

Ala., Birmingham—Contracting Corp. of America, capital \$100,000, incorporated; S. L. R. Rosseau, John Rogers Thompson, 109 N. 20th St., M. S. Rosseau.

Ark., Clarksville—Southwestern Publishing Co., capital \$10,000, incorporated; C. M. Threadgill, H. A. Daugherty.

Ark., Little Rock—Dermott Canning Co., capital \$20,000, incorporated; F. W. Akin, M. C. Magness.

Ark., Malvern—Lindahl Hardware Co., increased capital \$24,000 to \$30,000.

Ark., Pine Bluff—Better Outdoor Advertising Corp., capital \$10,000, incorporated; W. G. Stracener, Lev H. Goodrich, Charles L. Whyte, 1522 Pine St.

D. C., Washington—Photographers—Leet Bros. Co., 725 14th St., N. W., acquired building at 1104 Vermont Ave., remodel for photography.

Fla., Cocoa—Trafford & Field Insurance Co., Inc., capital \$10,000, incorporated; A. R. Trafford, Russel A. Field.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Fla., Coral Gables—Merchandise—Pridgen & Bishop, Inc., incorporated; Westcott Pridgen, 1538 S. W. Third St.; J. Bardo Bishop, Emily Barfield Pridgen.

Fla., Delray—Delray Electric Co., incorporated; F. M. Walsmith, M. T. Walsmith.

Fla., Gainesville—Fire Alarm System—City will install alarm system; cost \$25,000; Gamewell Fire Alarm Co., Peters Bldg., Atlanta, Ga., will furnish equipment.

Fla., Gulfport—Gulfport Pharmacy, Inc., incorporated; M. DeForest Yates, S. J. Webb.

Fla., Jacksonville—American Fibre Co., Ft. Robinson St., reported, rebuild plant burned at loss of \$25,000.

Fla., Jacksonville—H. & W. B. Drew Co., 22 W. Bay St., C. R. Simonds, Pres., let contract to W. T. Hadlow, Bay Shore Bldg., for printing plant addition; 80x75 ft.; reinforced concrete; wood floors over concrete; concrete slab roof; cost \$100,000; H. J. Klutho, Archt., 401 St. James Bldg. See Want Section—Machinery and Supplies.

Fla., Miami—Davis Grocery Co., capital \$10,000, incorporated; C. H. Davis, Jr., B. A. Summerlin, 1152 N. W. Fifth St.

Fla., Miami—Crossland Dairy Lunch Co. incorporated; K. C. Crossland, T. C. Craven.

Fla., Miami—Magie City Beverage Co. incorporated; Jacob Dublirer, Morris Dublirer.

Fla., Miami—Harris Bros. Plumbing Co. of Florida, Inc., 139 N. E. Second St., capital \$50,000; incorporated; S. H. Harris, P. M. Levi.

Fla., Miami—Mavis Chocolate Co., will erect bottling plant at N. W. 29 St. and 3rd Ave.; 1-story, concrete; cost \$13,500.

Fla., Sanford—Merchandise—Woodruff & Watson Co., capital \$10,000, incorporated; W. E. Watson, Frank L. Woodruff.

Fla., St. Petersburg—Malt—Lakeside Products Co., Inc., of Floydada, chartered; Harold E. Kenney, John G. Bright.

Fla., Tampa—Gulf Lithograph Co., Inc., chartered; John Moscrip, D. E. Moscrip.

Fla., Tampa—Magnolia Bakery, Inc., capital; Guy W. Burns, Henry Weinberg.

Fla., Tampa—Sportsman's Supply Co., incorporated; L. K. Ireland, D. B. Farnsworth, 2305 Southview St.

Fla., West Palm Beach—Northwood Drug Co., capital \$10,000, incorporated; W. H. Hetrick, Blanche Hetrick.

Fla., West Palm Beach—Builders and Contractors—Jefferson Trading Co., incorporated; H. E. Graves, T. E. Moody.

Ga., Atlanta—Success Construction Co., 401 N. Ashby St., incorporated; Wm. Burch, M. Dillard, Hart Bldg.

Ga., Cordele—C. I. Boatright, 820 Pryor St. S. W., Atlanta, reported, purchased McCoy Steam laundry; will improve.

Ga., Decatur—Knights Decatur Laundry & Dry Cleaning Co., C. D. Knight, will erect laundry; mill construction; 70x80 ft.; install \$40,000 equipment, 6-2. See Want Section—Machinery and Supplies.

Ga., Griffin—Lyndon S. Paterson, 312 S. 8th St., let contract to Wheaton and Sons, 35x70 ft. funeral home; wood on concrete floors, tin roof; Talsten Bros., Lessees.

Ga., Hawkinsville—Seminole Milk Co., 342 Riverside Ave., Jacksonville, Fla., is installing \$10,000 equipment for milk condensing plant.

Ga., Macon—Central Georgia Awning Tent & Shade Co., incorporated; J. P. Carney, B. J. Hamilton, A. S. Hamilton.

Ga., Oakland—Sil-A-Site Corp. of Georgia, reported, establish plant on Sylvan Rd. to manufacture building material; cost \$100,000.

Ga., Tallapoosa—Dixie Horseshoe Mfg. Co., Inc., H. E. Jackson, Mgr., has plant; will install machinery to manufacture horseshoes; capacity 4 to 5 carloads daily; operated by electricity; power to be purchased from Georgia Power Co.; machinery to be of 700 h.p. capacity.

Ga., Waycross—A. I. Turnbull, reported, erect poultry farm on Central Dixie Highway.

Ga., Waycross—Waycross Commercial Hotel Co., capital \$15,000, incorporated; Dan Lott, F. W. Morgan, C. E. Gibson.

La., Baton Rouge—Delicia Ice Cream Co., Inc., capital \$100,000, incorporated; Albert M. Thornton, C. W. Hightower, Benj. B. Taylor, Louisiana Natl. Bank Bldg.

La., Hodge—Peabody, Houghteling & Co., Inc., New York; Boenning & Co., Philadelphia, Pa., and Timberlake, Estes & Co., Portland, Me., are offering \$3,000,000 first (closed) mortgage 6% sinking fund 20 yr. gold bonds of Southern Advance Bag & Paper Co. Inc., endorsement by Advance Bag & Paper Co., Inc. (parent company); company

is constructing modern kraft pulp and bag factory equipped with all material and labor saving devices, capacity 100 tons kraft pulp per day, which will be converted into paper to supply the requirements of parent company's bag factory at Middletown, Ohio, and to meet demands for company's products, for which existing plants are inadequate; owns about 67,000 acres of timber land, together with timber rights on 30,000 acres additional in Northern Louisiana; company will own a 6-in. pipe line of approximately 45 miles long on private right-of-way to supply natural gas to mill for generating power and steam for uses in manufacture of its products; property contains deposits of limonite used in manufacture of kraft paper; proceeds will be used for acquisition of property and for completion of paper mill, bag factory, etc.; this issue will be followed by an authorized and outstanding issue of \$2,100,000 7% preferred stock and 12,500 shares no par value common stock; of these amounts \$1,250,000 par value of preferred stock and all of common stock is owned by Advance Bag & Paper Co., Inc.; Day & Zimmermann, Inc., Engrs., 16th and Walnut Sts., Philadelphia, Pa., have appraised timber lands, etc.

La., Lafayette—Gulf States Park Builders, Inc., capital \$50,000, incorporated; Leslie E. White, Russell Howard Bouyard, Joseph Vallet, Jr.

La., New Orleans—Peerless Pharmacy, Inc., capital \$10,000, incorporated; Sigmond Cohen, 5419 Freret St., Milton Weinberger.

La., New Orleans—Western Paper Makers Chemical Co., Kalamazoo, Mich., wires: "Georgia-Louisiana Co. and Western Paper Makers Chemical Co. jointly building plants New Orleans, manufacture chemical for paper trade; Georgia Louisiana Co., erecting plant Atlanta, manufacture sulphite alumina; construction brick and tile; R. S. Perry, 31 Union Square, W. New York, Engr.; have not decided whether buildings will be erected by themselves or contractors."

La., Shreveport—Engineering—Ira G. Hedrick, Inc., incorporated; Ira G. Hedrick, T. F. Kramer, Mary E. Hedrick.

La., Winnfield—Advance Bag and Paper Co., Middletown, Ohio, reported, acquired 100,000 acres of pine timber lands in Jackson, Blenville and Winn parishes.

Md., Baltimore—Heating & Plumbing Contractors—James McCrae & Son, 19 N. Carrollton Ave., will erect shop and office, Sissons St. near 25th St.; brick and steel; 130x135 ft.; composition roof; steam heat; cost \$20,000.

Md., Baltimore—Wearing Apparel—Pearl Coat Makers Corp., 120 N. Pearl St., incorporated; Matthew J. Unitas, Joseph Unitas, Joseph T. Rogers.

Md., Baltimore—Ice Cream Equipment—Cherry-Bassett Co., Louis Rosenfeld, Mgr., Russell and Ostend Sts., will erect additional unit; two 1-story steel buildings, one 40x162 ft., other 40x70 ft.; shipping department will be moved into new buildings, utilizing for manufacturing; Blaw-Knox Co., Bayard and Warner Sts., Archt.-Bldr.

Md., Baltimore—Cutlery—Apex Razor Blade Corp., 318 Baltimore St., incorporated; Samuel I. Salzman, 9 Carroll Rd., William Salzman, 2404 Reisterstown Rd., Samuel Matz.

Md., Baltimore—Builders Supplies—John H. Gall, Inc., 400 W. North Ave., incorporated; George Merrywell, John H. Gall, LeRoy E. Gerding, 220 S. Highland Ave.

Md., Cumberland—Confectionery—Rendezvous, Inc., 811 Mount Royal Ave., incorporated; Eugene Bowers, Arthur F. Young, John F. Workmeister.

Md., Federalburg—Eastern Shore Newspaper Corp., Crisfield, reported, acquired Federalburg Courier.

Miss., McComb—Tuf-Nut Garment Mfg. Co., 312 Rock St., Little Rock, Ark., has building, will install machinery to manufacture overalls, coveralls and work shirts.

Miss., Biloxi—Hotel Avelez Operating Co., capital \$10,000, incorporated; J. L. Garner, J. L. Tallevast, J. C. Whetstone.

Miss., Meridian—Sporting Goods, etc.—Dixie Portable Bleacher Co., capital \$10,000, incorporated; M. H. Winkler, A. Marshal Loeb, Henry S. Loeb.

Miss., Water Valley—R. F. Sartain, Beat Two, and R. H. Fate, of Jackson, reported, interested in milk condensary.

Mo., Aurora—R. Prescott, Pres. Prescott Laundry, 335 E. Commercial St., Springfield, reported, acquired Aurora Laundry Co.; will improve.

Mo., Illinois—Menzies Shoe Co., Fon du Lac, Wis., reported, let contract to J. J. Miller for shoe plant; brick; 200x100 ft.; of unit construction.

Mo., Kansas City—C. J. List Construction

Co., incorporated; W. B. Miller, 2420 Country Club Lane, Little Rock, Ark.

Mo., Kansas City—Health Food Products Co., incorporated; E. M. Magoffin, Russell F. Palmer, E. H. O'Neil.

Mo., Kansas City—Woods Brothers Corp., Lincoln, Neb., ordered dredge Vulcan from Gulfport to fill in about 700,000 cu. yds. on land purchased adjacent to Missouri River, to be developed as industrial area. Will construct large shipyard to care for its present equipment and build new; it operates over 80 pieces of floating equipment on inland waterways; will also contract for construction of power boats and barges to be used in commercial towing of freight between Kansas City and St. Louis.

Mo., Moberly—Brown Shoe Co., St. Louis, reported, erect addition to Moberly factory.

Mo., Rockport—John Stapel, Ed. of Atchison County Mail, reported, acquired Atchison County Journal, will be consolidated under name of Atchison County Mail.

Mo., St. Louis—R. E. Burdeau Co., Bldr., will erect 1-story laundry, 50x135 ft., cost \$15,000; J. T. Craven Eng. Co., Archt., Century Bldg.

Mo., St. Louis—Cutting Dies—Independent Die & Supply Co., capital \$50,000, incorporated; C. W. Lindholm, B. Lindholm, 7813 Murdoch St.; A. W. Lindholm.

Mo., St. Louis—Western Machine Products, Inc., capital \$10,000, incorporated; J. F. Hild, A. C. Waldvogel, 3825 Potomac St.; A. J. Schindler.

Mo., St. Louis—National Packers Supply Co., Inc., reported, erect factory; 1 story, 130x110 ft., brick, composition roof and steel structure; L. J. Menges, Archt.; Geo. Birkland, Const. Engr., all at 405 Franklin St.

Mo., St. Louis—Superior Enamel Product Co., 1546 N. 10th, let contract to Wm. H. & Nelson Cunliff Co., 410 Euclid Ave., for factory; 140x90 ft., reinforced, wire glass, concrete foundation and floors; cost \$25,000.

Mo., Valley Park—Amusements—Joseph Erber, of Western Vaudeville Manager's Assn., Arcade Bldg., St. Louis, reported, acquired 47 acres Lake Hill Park; plan improvements.

N. C., Charlotte—Grocery—Queen City Wholesale, Inc., capital \$25,000, incorporated; R. W. Mitchell, 507 N. Graham St., C. S. Morris, 9 N. Woodlawn Ave., W. J. Hill.

N. C., Charlotte—Lambeth Rope Corp., New Bedford, Mass., Harold W. O'Leary, Pres., reported, establish branch plant for manufacturing spinning tapes, mill bandings, cotton transmission rope.

N. C., Durham—Jewelry—N. B. Smith, Inc., capital \$50,000, incorporated; M. B. Smith, 9 E. Trade St., A. E. Smith, Louis Smith, all Charlotte.

N. C., Greensboro—Blue Bell Overall Co., R. W. Baker, Pres., S. Elm and Bain Sts., let contract to Walter Kidde & Co., Jefferson Bldg., for \$125,000 factory on W. Lee St.; 2 stories; reinforced concrete, plumbing, Crutchfield Plumbing Co.; heating, B. McKennyle; electrical, J. L. Griffin Electric Co., and elevators, Otis Elevator Co.

N. C., Greensboro—Irvin Wholesale Grocery Co., capital \$100,000, incorporated; H. M. Irvin, A. T. Irvin, Pearl T. Irvin.

N. C., High Point—Piedmont Printing Co., capital \$50,000, incorporated; George M. Allison, C. F. Williams, W. A. Carroll.

N. C., Wilson—Refrigerating Machines—Auten-Martin Co., capital \$25,000, incorporated; V. C. Martin, 306 N. Goldsboro St.; J. W. Thomas, 208 N. Tarboro St.; H. P. Yelverton, W. Nash St.

Okla., Enid—Enid Terminal Elevator Co., increased capital \$125,000 to \$200,000.

Okla., Oklahoma City—Suburban Publishing Co., incorporated; E. E. Hadley, 2821 S. Lee St., Oklahoma City, Raymond Fields, Edward McIntyre, both Guthrie.

Okla., Oklahoma City—Acme House and Window Cleaning Co., incorporated; John Henschel, Alexander Henschel, both 3208 S. Harvey St., Gertrude Henschel.

Okla., Sapulpa—Sapulpa Daily Times, capital \$15,000, incorporated; M. L. Matson, Helen Morris, C. H. Hartman.

Okla., Tulsa—Bishop's Waffle House of Tulsa, capital \$100,000, incorporated; T. B. Pearson, J. H. Powers, W. Bishop, 2404 E. 21st St.

Okla., Tulsa—Southwestern Construction Co., capital \$25,000, incorporated; S. M. Williams, 2116 S. Peoria St., L. H. Favrot, John W. Shenefeld.

Okla., Tulsa—Torpedo Shell Mfg. Co., capital \$15,000, incorporated; William A. Coby,

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325 S. Xanthus St., Harold E. Coby, 119 W. Cameron St., Leslie Shafer.

Okl., Tulsa—National Outdoor Clock Manufacturing Co., capital \$50,000, incorporated; W. Jones, Jake Easton, 1704 S. Madison St., G. E. Nicholson, 1516 S. Atlanta St.

S. C., Abbeville—Merchandise—Calco Mfg. Co., capital \$15,000, incorporated; G. E. Calvert, C. M. Henson, R. E. Cox.

S. C., Charleston—Planters Milk and Chocolate Co., H. J. Pettit, Sec., 212 Johnson Ave., Suffolk, Va., will remodel, enlarge and improve spanish peanut plant; daily output 1 car; total expenditure \$50,000; construction by owner. 6-9

S. C., Greenville—D. L. Norris Co., E. Mc-Bee Ave., will erect addition to plant; 3-story, 101x43 ft., brick structure, L shape; cost \$25,000; Beacham & LeGrand, Archts., 17-A North St.

S. C., Lohoco—Lohoco Mercantile Co., Inc., incorporated; J. W. Blount, Jr., Arthur S. Marvin.

S. C., Mingo—Mingo Bridge Store, Inc., incorporated; L. C. Hemingway, W. Cary Rollins.

Tenn., Chattanooga—Stone Fort Land Co., King St., will erect milk depot; cost \$11,000.

Tenn., Chattanooga—Peoples Furniture Co. changed name from Wood furniture Co., 210 V. 9th St.; increased capital \$10,000 to \$20,000.

Tenn., Chattanooga—Duff Drug Co., 1132 Market St., and Fritts & Wiehl Co., 619 Market St., reported, merged.

Tenn., Cleveland—Taylor Plow Co., capital \$25,000, incorporated; A. E. Walthall, W. T. Moore, D. R. Bacon.

Tenn., Gallatin—Gallatin Chamber of Commerce, reported, interested in establishing a milk condensary, by outside capitalist.

Tenn., Kingsport—Plumbing—Jones and Wexler, are erecting building on Clay St.; brick; 33x100 ft.; 1-story.

Tenn., Knoxville—Housley-Mayer Cigar Co., 311 N. Gay St., capital \$15,000, incorporated; John H. Housley, George W. Mayer, Floyd M. Ambrister, Jr.

Tenn., Memphis—Armour Packing Co., 39 McCall St., reported, remodel plant, install oil burner; cost \$15,000.

Tenn., Shubert—Shubert Mercantile Co., incorporated; Fred D. Shubert, H. T. Scott, S. M. Grinder.

Tex., Alvin—G. M. Clymer Co., reported, will erect fig cannery; cost \$50,000.

Tex., Austin—Duplex Advertising Co., incorporated; R. V. Miller, 1603 1/2 Rio Grande St., A. E. Baird, Dick W. Miller.

Tex., Dallas—Siegel Millinery Co., incorporated; M. J. Siegel, 1524 Corinth St., Sarah T. Hughes, E. M. Herndon, both Merchants Bank Bldg.

Tex., Denison—Medicine—Kold-Flue Co., capital \$10,000, incorporated; C. D. Kingston, M. E. Reed, J. A. Brown.

Tex., El Paso—Merchandise—Edward Hines, incorporated; J. E. Hines, 2926 Grant Ave.; Blanche Hines, J. H. McBroom, 215 Lawton St.

Tex., Fort Worth—Rayford Grain & Commission Co., capital \$10,000, incorporated; J. T. Rayford, J. J. Dial, M. D. Scruggs.

Tex., Freeport—Stauffer Chemical Co., will erect addition to plant; 35 ft. high, will consist of 2 bins; walls of concrete tile furnished by W. D. Haden Co., 2315 Polk St., Houston; Wm. A. Brunet, 3211 Crawford St., Archt. and Supvsr. Engr.

Tex., Graham—Graham Leader Publishing Co., capital \$10,000, incorporated; C. M. Caldwell, George T. Spears, George T. Spears, Jr.

Tex., Henderson—Professor C. Applegate, Supt., Laneville School, reported, acquired Garrison Gazette.

Tex., Houston—Houston Jewelers' Supply Co., incorporated; A. J. Steves, 2913 Chartres St., E. Anderson, Charles E. Purdom, Sr.

Tex., Houston—Central Screen and Manufacturing Co., incorporated; W. C. Weis, Frank J. Gaskey, both Virginia and Plumb St., Addie Weis.

Tex., Houston—Christie Building Corp., capital \$325,000, incorporated; D. A. Singer, 720 Kinling St., B. V. Christie, Maurice Epstein, both First Natl. Bank Bldg.

Tex., Houston—Cyrus W. Scott Mfg. Co., 701 Rusk Ave., reported, erect 4-story and basement overall factory at Texas and Brazos Sts.; cost \$250,000.

Tex., Houston—Houston Press, John H. Payne, Business Mgr., advises: "Plant to be erected at Rusk, Chartres, and St. Emanuel Sts.; will be 75x200 ft., hollow tile, concrete reinforcement with steel; 2 stories and basement; cost about \$150,000; Howell & Thomas, 3808 Carnegie St., Cleveland, Ohio, are Archts.; plans will be completed about June 15 and bids will be called for July 7."

Tex., Houston—Storey Laboratories, Inc., capital \$10,000, incorporated; Carey B. Mayfield, Emo D. Reed, 7740 Ave. B; T. Davis.

Tex., Houston—Hedges Co. changed name from Hedges Roofing Co., 1910 Runnels St.; increased capital \$10,000 to \$40,000.

Tex., Houston—Reading Iron Co. of Texas, Post-Dispatch Bldg., capital \$10,000, incorporated; H. F. Mattern, Rupert Cox, R. D. Oberwetter.

Tex., Nocona—Nocona Leather Goods Co., let contract to Earnest McCarley, for plant; 60x120 ft.; brick, concrete floors, metal sash, steam heat. 6-9

Tex., San Angelo—Fire Alarm System—See Sewer Construction.

Tex., San Antonio—Plaster Ornaments—H. Planta, 300 Fredericksburg Rd., will erect factory building, on Delz St.; cost \$15,000.

Tex., San Antonio—Allen Haybinder Co., incorporated; C. O. Walling, W. R. Allen, S. W. Kistler.

Tex., San Antonio—Finck Cigar Co., 602 Buena Vista St., capital \$300,000, incorporated; H. W. Finck, 501 Ogden St.; Edward Finck, O. H. Finck, 645 Elizabeth Rd.

Tex., Wichita Falls—Panhandle Steel Products Co., reported, acquired tank and structural steel department of Panhandle Refining Co.

Tex., Wichita Falls—Schepps Bakery, 2301 S. Ervay St., Dallas, reported, purchased Piggly-Wiggly bakery on 11th St.; expend \$30,000 for remodeling.

Tex., Wichita Falls—S. G. Garret, Ch. Engr., State Game Dept., reported, has 30 acres; will erect fish hatchery, cost \$30,000; will soon call for bids.

Va., Alexandria—Abattoir—N. Auth Provision Co., reported, erect meat packing plant and abattoir.

Va., Bristol—F. H. Douthitt Engineering Co., 139 N. Clark St., Chicago, reported, interested in organizing Interstate Milk Products Co., with \$300,000 capital, to establish creamery and milk powder plant; O. L. Darter of Darter Butter Co., will be general manager and Darter Co. will be merged with Interstate Milk Product Co.

Va., Covington—West Virginia Pulp and Paper Co., 200 Fifth Ave., New York City, placed contract with Morton C. Tuttle Co., 862 Park Square Bldg., Boston, Mass., for concrete, brick and steel storage building and railroad trestle, approximately 70x240 ft.; work will begin immediately.

Va., Norfolk—Southeastern Machinery Equipment Corp., capital \$50,000, incorporated; John D. Westbrook, Water St., R. V. Williams, T. J. Pratt, Lansing Apt.

Va., Richmond—Southern Biscuit Works, Wade H. Adams, V. Pres. and Gen. Mgr., 501 E. Byrd St., reported, erect \$500,000 plant on Marshall St. side of old Southern Stock Yards; 7-stories; white concrete construction; 100x140 ft.; 100,000 sq. ft. of floor space; install conveying machinery, latest types of ovens and baking equipment, refrigerating and humidifying plants; Francisco and Jacobus, Archts., 1903 E. Cary St.

W. Va., Charleston—Westvaco Chlorine Products, Inc., reported, let contract through H. K. Ferguson Co., Cleveland, Ohio, Contr., to Pittsburgh Bridge & Iron Works for 450 tons and to International Derrick & Equipment Co. for 25 tons steel.

W. Va., Clarksburg—Union Shoe Co., capital \$10,000, incorporated; Frances Baber, James Cann, Goff Bldg., B. J. Wetzel.

W. Va., Parkersburg—Parkersburg Mattress Co., E. A. Doasch, Pres., Marietta Ave., let contract to Berry Bros., at \$80,000, of Belpre, Ohio, to erect plant; 3-stories, brick, steel and concrete construction; Theodore T. Sansbury, Archt., Citizens Guaranty Bldg. 5-2

W. Va., Parkersburg—Oil Well Supply Co. increased capital, \$15,125,000 to \$16,140,625.

W. Va., Shinnston—Quality Baking Co., capital \$25,000, incorporated; Frank Abruzzino, Frank Mazzel, Tony Angotti.

W. Va., South Charleston—Branch of Charleston—Carbide & Carbon Chemical Corp., reported, acquired Blaine Island as site for chemical plant.

### Motor Bus Lines and Terminals

Ark., Stuttgart—Krummen's Motorbus Co. incorporated; Ed Krummen, Irene Krummen.

Fla. Orlando—Merchants Transportation

Co., Inc., incorporated; E. E. Robinson, R. E. Robinson, 706 S. Mill St.

Fla., Pensacola—W. A. Helle, City Planner, reported, interested in motorbus line from Birmingham, Montgomery, Pensacola, Camp Walton and other coastal towns.

Md., Cumberland—Cumberland and Westernport Transit Co. applied to Maryland Public Service Comm. to establish motor bus service from Westernport to Cumberland.

N. C., Forest City—Hugh McRae of Black Bear Trail, Inc., reported, announced that motorbus line from Rutherfordton by way of Marion to Linville and Blowing Rock over the Black Bear Trail would be established.

N. C., Winston-Salem—Southern Public Utilities Co., Main St.; Camel City Coach Co., 231 S. Liberty St., and Safety Bus, Inc., reported, operate bus line.

Tex., Fort Worth—Northern Texas Traction Co., 400 Main St., reported, establish bus line for Diamond Hill.

Tex., Fort Worth—Merchants Fast Motor Lines, Inc., 112 Bryan St., increased capital \$28,400 to \$50,000.

Va., Norfolk—Virginia Beach Bus Line and Norfolk Southern Railroad, B. Herman, Ch. Engr., 1300 Pennsylvania Ave., Washington, D. C., will establish bus line from New York and Washington steamer piers to Cape Henry and Virginia Beach.

### Motor Cars, Garages, Filling Stations

Ark., Dermott—Kemple Motor Co., capital \$30,000, incorporated; D. Kemple, John Baxter.

D. C., Washington—Poretsky, Silver & Rosen, 521 Irving St. N. W., erect garage, 24 H St.; 2-story, brick; cost \$30,000.

D. C., Washington—Morris Singer, 1327 C St. S. W., will erect garage at 1800 Nichols Ave.; 1-story, brick; cost \$20,000.

D. C., Washington—Joseph Millins will erect 1-story gas station, 1836 E St.

Fla., Jacksonville—Fiske Tire Co., 806 Main St., John Poyner, Mgr., will erect warehouse at 14th and Liberty Sts., 10,000 sq. ft. of floor space; cost \$25,000; Victor E. Zambetti, Contr., E. 14th St.

Fla., Jacksonville—W. J. Wood, 735 May St., is erecting garage and showroom, 436 Riverside Ave.; brick; hollow tile; steel trusses; 233x75 ft.; one and part basement; concrete floors; built-up roofing; concrete foundation; The Hearn Construction Co., Contr., 214 Lutz Bldg.; sub-contractors for electric light and power, Howard P. Foley Co.; Hooker & Lighthouse Co., 755 Odessa St., for plumbing; Martindale Roofing Co., E. 14th St., for roofing and sheet metal work; Jacksonville Concrete Products Co., 530 Riverside Ave., for ornamental stone, all at Jacksonville; Corning Terra Cotta Co., Corning, N. Y., for architectural terra cotta.

Fla., Miami—Miami Auto Wrecking Co., incorporated; Harry D. Kanton, D. M. Herdlicks.

Fla., St. Petersburg—J. D. Pearce, 822 Central Ave., will erect filling station N. W. cor. of 16th St. and Central Ave.; cost \$10,000; concrete block construction.

Ga., Atlanta—John E. Smith of John Smith Co., 267 Marietta St., will erect 1-story garage on Fair St. near Madison Ave., cost \$30,000.

Ga., Homerville—Dr. H. G. Huey and associates organized U-Prof Gas and Oil Co.; construct filling station.

Ky., Columbus—Barrs Self-Driver Co., 215 E. 5th St., capital \$10,000, incorporated; William Barrs, William Barrs, Jr., John A. Hoferkamp.

Ky., Covington—Combination Steam & Gas Motor Corp., capital \$20,000, incorporated; William R. Eastin, 3116 Wooster Pl., Frank Trifillo, Marion M. Ginetto.

La., New Orleans—Bucks Service Co., Inc., incorporated; H. L. Cerino, Andrew L. Crais.

La., New Orleans—Universal Motor Co., Inc., capital \$25,000, incorporated; Chas. F. Landry, 5316 Douglas St.; Graeme M. Ton.

La., Shreveport—French Aid Society let contract to Glassell-Wilson Co., 501 Texas St., for 1-story, 80x150-ft. garage, composition roof and concrete floors; Jones, Roessle, Olschner & Wiener, Ard's Bldg. 6-2

Mo., Jefferson City—Byron E. Leslie, 1218 Moreau Drive, erect garage at 220 E. Capital St.

Mo., Jefferson City—Kemp Asel of City Tire and Battery Station let contract to Ed Kuehn for station on E. Capitol Ave.; 2-story, brick with concrete basement; fire-proof.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Mo., Kansas City—Criterion Cleaners Dyers, Inc., Aaron Schultz, Pres., is erecting building, Wyandotte St. and W. Linwood Blvd., 100x170 ft., reinforced concrete frame, brick walls and ornamental terra cotta trimmings, cost \$200,000, H. F. Brandenberger, Archt., Interstate Bldg.

Mo., Kansas City—Penn Lubric Oil Co., R. O. Bone, Pres., 28th and Southwest Blvd., reported, acquired Greater Kansas City stations of Diamond Refining Co. of Missouri.

Mo., Kansas City—Roy A. Burt, 734 Board of Trade Bldg., reported, will erect filling station and garage on cor. 11th and Burlington Ave.

Mo., Poplar Bluff—J. H. Patterson, 907 Vine St., erect 1-story brick and basement garage at 5th and Poplar Sts.

N. C., Charlotte—R. G. Brice will erect filling station, East and South Blvd.

N. C., Gastonia—Wilson-Lancaster Motor Co., W. G. Lancaster, E. Franklin St., reported, erect building cor. of Whitesides and Franklin Ave.; 15,000 sq. ft. of floor space, 60x115 ft., with ell 120 ft. long; cost \$20,000.

N. C., Louisburg—Parsons Motor Co., capital \$30,000, incorporated; J. H. Newson, W. R. Parsons, S. L. Roberson.

N. C., Mount Airy—Smith Motor Co., incorporated; F. W. Smith, J. D. Smith, Jr., James F. Ashby.

N. C., North Wilkesboro—Woodruff Motor Co., capital \$50,000, incorporated; W. D. Woodruff, Elizabeth Woodruff, T. C. Caudill.

N. C., Tarboro—John F. Trueblood, Inc., capital \$25,000, incorporated; John E. Trueblood, William C. Whitehead, Robert D. Wimberly.

Okla., Holdenville—Mulkey Motor Co., capital \$10,000, incorporated; R. D. Howell, Little Howell, James H. Mulkey.

Okla., Tulsa—Barry Motor Co., capital \$20,000, incorporated; W. W. Barry, L. L. Barry, M. L. Owens.

S. C., Anderson—Harper Motor Co. let contract to Townsend Lumber Co. for 1-story, 50x160-ft. garage; wood and cement floors, brick construction with composition roof. 6-2

S. C., Anderson—Ligon Motor Co., Inc., 136 W. Benson St., incorporated; J. L. McGee, S. Main St., Prue B. Lignon.

Tenn., Chattanooga—Citizens' Automobile Co., S. F. Zbinden, Pres., 629 Broad St., will erect building on McCallie Ave.; 100x130 ft., brick and concrete, semi-fireproof; cost \$25,000; Mark K. Wilson, Contr., E. Third St.

Tenn., Chattanooga—Citizens Auto Co., S. F. Zbinden, Pres., 629 Broad St., reported, erect building on McCallie Ave.; fireproof structure; cost \$50,000.

Tenn., Dyersburg—Swearington Estate, S. M. Williamson Co., 115 Monroe Ave., Memphis, reported, let contract to Forcum James Co., for filling station; 1-story and basement, 25x54 ft., composition roof, concrete floors; Anker F. Hanse, both Shrine Bldg., Archt.

Tenn., Jamestown—Service Auto Co., capital \$15,000, incorporated; E. A. Ross, Stella Phillips, F. L. Ross.

Tenn., Memphis—E. H. Cannon, 672 S. Cox St., reported, let contract to B. E. Buffalo & Co., 658 East St., to erect filling station; 1-story, brick and veneer; composition roof.

Tenn., Paris—T. E. Leach, Brewer St., reported, erect garage; 1-story and basement, 54x75 ft., brick, steel and concrete structure.

Tex., Corpus Christi—Seague Bros. let contract to J. W. Birmingham, 624 Mesquite St., for garage storage building.

Tex., Elgin—Keeble Chevrolet Sales Co. incorporated; James Keeble, Jr., Harry Lind, John O. Sponberg.

Tex., Houston—Southern Tire and Repair Co., U. S. McNally, 1023 Main St., reported, erect 2-story building at Main and Leeland Sts.; 125x150 ft., reinforced concrete and brick, trimmed in cast stone; 19,750 sq. ft. of floor space; Russell Brown Co., 3104 Main St., has contract at \$110,000; Nelson Irvin, Archt.

Tex., Iowa Park—Morgan-Cain Motor Co., capital \$10,000, incorporated; M. E. Morgan, M. B. Cain, Lula Morgan.

Tex., Ranger—C. A. Jones will erect semi-fireproof brick garage and storage building.

Tex., San Marcos—San Marcos Motor Co. is erecting garage, North Austin and Colorado Sts.; 80x160 ft.; concrete and stucco; 1 story; drive-in filling station; Lynch, Davidson & Co. will furnish materials Geo. L. Kennedy, Gen. Supt. of work. 6-2

Va., Alexandria—G. W. Clair will erect drive-in gasoline filling station on S. Alexandria Ave.

W. Va., Bluefield—Phillippe & Dye, 420

Union St., have contract for Waldon B. Johnson Garage; 40x150 ft.; 1-story; cost \$12,000.

W. Va., Bluefield—Lazenby & McMullin, Bluefield Ave., let contract to Phillippe & Dye, 420 Union St., to erect brick and concrete garage; 51x74 ft.; 2-story; concrete reinforced floors; built-up roofing; cost of building \$15,000, of equipment \$18,000; address equipment proposals to William F. Dietz. See Want Section—Machinery and Supplies. 6-9

### Roads, Streets and Paving

In connection with LAND DEVELOPMENT large sums are expended for roads, streets, paving and sidewalks. Details will be found under that classification.

#### Proposed Construction

Ala., Centre—State Highway Comm., Montgomery, plans 17 mi. graded and paved road, from Centre, Cherokee County, to Georgia State line; W. A. McCalla, State Highway Engr.

Ala., Gadsden—State Highway Comm., Montgomery, considering Little Willis valley road, from Attala to Etowah County line, connecting with Federal and State aid road into Collinsville; R. D. Jordan, Div. Engr.; W. A. McCalla, State Highway Engr.

Ala., Prichard—City plans paving about 1 mi. Rives St., John Craft Highway to Engine St., and Engine St. to city limits; Robert L. Totten, Inc., Engrs., Brown-Marx Bldg., Birmingham.

Arkansas—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, receives bids June 27 for 2 roads: Lafayette County—9.59 mi. gravel between Hope and Lewisville; Phillips County—6.05 mi. gravel between Lee and Phillips County line and Barton.

Arkansas—State Highway Comm., Little Rock, plans letting contracts in June and July for about 25 roads, totaling about 230 mi.: Grading, culverts and bridges on unimproved roads in unbounded counties; surfacing graded roads in unbounded and bonded counties; Dwight H. Blackwood, Chmn.

Ark., Arkadelphia—Comms. of Paving Dist. No. 4, Leslie Goodloe, Sec., may receive bids about Aug. 1 or Sept. 1 for about 60 blocks concrete paving in Dist.; Frank Gerig, Engr. in charge. 6-9

Ark., Fort Smith—State Highway Dept., Little Rock, plans 2-ft. concrete header curbs on Fort Smith-Charleston road.

Florida—State Road Dept., F. A. Hathaway, Chmn., Tallahassee, receives bids July 7 for 4 roads and 2 bridges: Suwannee County—Road No. 50, 12 mi. grading, drainage structures, from Live Oak to near Pinemont; 7 mi. from Live Oak to Suwannee River; Road 5-A, 8.57 mi. from Itchtucknee River to Suwannee River; Levy County—Road 13, 6.96 mi. 8-in. Florida limerock base and surface treating, from Archer to Bronson; Lake County—Road 2, bridge across Dora Canal, five 30-ft. clear span concrete deck girders, precast concrete pile bents; across Dead River, nineteen 20-ft. clear span concrete deck girders, precast concrete pile bents, 40-ft. clear span single leaf bascule on concrete piers; plans on file; J. L. Cresap, State Highway Engr.

Fla., Bonifay—State Road Dept., Tallahassee, plans Alabama-Gulf Highway, from Alabama line north of Esto through Bonifay and Vernon to Gulf.

Fla., De Land—Ocean Shore Improvement Dist. plans completing and maintaining Ocean Shore Blvd. in Volusia and Flagler Counties. See Financial News—Bond Issues Proposed.

Fla., Gulfport—Town, W. W. Swift, Sr., Clk., receives bids June 21 for 1,210 lin. ft. granite or 5-in. concrete curb, 1,110 cu. yd. grading, 1,500 sq. yd. 4-in. shell base compressed, 2½-in. brick with asphalt filler, or 6-in. concrete paving; plans on file and from S. N. Stoner, Engr.

Fla., Miami Beach—City, C. W. Tomlinson, Clk., receives bids June 22 for improvements in H-94, H-85, H-96; 30,110 sq. yd. broken stone base, 8-in. thick, 30,110 sq. yd. sand, slag or comos stone, chip cover; 6660 cu. yd. grading, 14,418 lin. ft. concrete curb and gutter, 8141 lin. ft. concrete curb, 12,044 gal. hot oil, 7530 gal. cold oil, 1190 lin. ft. 12 and 15 in. drain pipe; plans on file.

Fla., South Jacksonville, Ind. Branch, Jacksonville—City Council, Paul C. Marion, Pres., receives bids June 21 for 1,300 sq. yd. 4-in. concrete sidewalks, Atlantic Blvd., from Kings

road to White Ave.; plans from Marcel Mezeau, City Engr.

Fla., Tampa—City Comm. receives bids June 28 for 7980 sq. yd. 2½-in. vitrified brick pavement, 2½-in. asphalt block, both on 4-in. shell or limerock base; 1½-in. natural rock asphalt on 5-in. cement concrete base; 1-2½-5 mix; 6-in. cement concrete, 1-2-3 mix; 2-in. asphaltic concrete on 5-in. cement concrete base, 1-2½-5 mix; asphalt filler; 6192 lin. ft. granite, concrete curb, combined curb and gutter, integral curb, used with cement concrete pavement, 1-2-3 mix; 3536 cu. yd. grading on four streets; plans from R. D. Martin, City Engr.

Fla., Vernon—Washington County plans building and gravel surfacing main highways in county, cost about \$500,000. Address County Commrs.

Georgia—State Highway Board, East Point, John N. Holder, Chmn., receives bids June 17 for 2 roads: Richmond County—6.143 mi. paved Augusta-Harlem road, from end of Federal Aid Project 141-A to county line; 11,000 cu. yd. excavation and borrow, 64,804 sq. yd. concrete paving, with center joint, shoulder construction; Columbia County—3.995 mi. Augusta-Furey's Ferry road, from outside of Augusta to county line; prepare sub-grade; 42,618 sq. yd. concrete paving with center joint; shoulder construction; plans on file, from County Commrs. and at Augusta.

Ga., Alma—Bacon County Commrs. of Roads and Revenues plan 2 roads and 3 bridges: From Alma southwest to county line, bridge across Little Hurricane Creek; from Alma to Coffee County line; bridge over Big Hurricane Creek, Alma-Baxley Highway; Stewart Bridge.

Ga., Atlanta—City, I. N. Ragsdale, Mayor, may widen Edgewood Ave. from Boulevard to Hurt St.

Ga., Blairsville—Mountain Road and Recreation Assn. organized; Bonnell Stone, Pres.; interested in Holloman Highway, from Birmingham to Gadsden and Centre, Alabama, and Rome, Calhoun and Blairsville, Ga.

Ga., Claxton—Evans County will grade, straighten and widen about 8 mi. 30-ft. road from Claxton to Lott Creek, also build 3 or 4 bridges; Henry H. Durrence, Clk., County Commrs. 6-9

Ga., Waycross—City, W. B. Stovall, Mgr., considering widening Albany Ave., from Plant Ave. to Atlanta, Birmingham and Gulf Coast R. R.

Kentucky—State Highway Dept., Frankfort, plans 14 roads: Boyle County—2 mi. re-build Danville-Lancaster Road, end of Maitland Road to Hedgeville; 2 mi. re-build Danville-Burgin Road, Mock's Bridge to Mercer County line; Grayson County—5 mi. surfacing, Leitchfield-Elizabethtown Road, Leitchfield to Clarkson; Magoffin County—6.7 mi. surfacing, Salyersville-Pointsville Road, Salyersville to Johnson County line; Johnson County—7.3 mi. surfacing, Paintsville-Salyersville Road, Mud Lick Creek to Magoffin County line; 10 mi. grade and drain, Paintsville-Inez Road, end of Federal Aid Project 139-A, to Martin County line.

In Warren County—5 mi. grade and drain, Bowling Green-Morgantown Road, from point west of Bowling Green to Butler County line; Franklin County—10 mi. grade and drain, Frankfort-Newcastle Road, Frankfort to Henry County line; Nicholas County—7 mi. re-build, Carlisle-Cynthiana Road, junction of Lexington-Maysville Road to Harrison County line; Whitley County—8 mi. surfacing, Corbin-Williamsburg Road, Williamsburg to Saxton; Green County—8 mi. grade and drain, Greensburg-Edmonton Road; Russell County—5.7 mi. surfacing, Jamestown-Liberty Road, Russell Springs to Sassee County line; Mason County—5 mi. re-building, Mayslick-Wedonia Road, Mayslick to Wedonia; 6 mi. re-building, Maysville-Mt. Olivet Road, Washington to Sardis; E. N. Todd, State Highway Engr.

Ky., Catlettsburg—Boyd County Fiscal Court receives bids June 20 for 9 roads: Cannonsburg, from Catlettsburg city limits to top of Peterman Hill; Summit road, from Midland Trail to schoolhouse; Hoods Creek road, end of present paving to foot of Bobbitt Hill; Main St., Fairview, from schoolhouse to Mayberry corner; street in Westwood, from Wheatley road to Bellefont road; road from Bellefont crossing at Pollard to Wheatley St., Westwood; Ellington Bear Creek road, Mavity to Charles Fannin's road; road from Midland Trail to County Home; from railroad at Central Ave., Ashland, to present paving on Hoods Creek road, Westwood; plans from County Clk. or F. W. Gesling, 615 Ashland National Bank, Ashland; C. M. Bolt, County Road Engr.

La., Jennings—Louisiana Highway Comm., Baton Rouge, receives bids June 28 to furnish gravel and build 12.185 mi. Jennings-

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Elton Highway, Jefferson Davis Parish, from point north of Jennings to intersection with State Route No. 7, about 1½ mi. east of Elton; plans on file; J. M. Fourmy, State Highway Engr. 6-9

La., Minden—Louisiana Highway Comm., Baton Rouge, receives bids July 5 to furnish gravel and build 5.09 mi. Plain Dealings-Haynesville Highway, Webster Parish, from Sarepta to Dorcheat Bayou; plans on file; J. M. Fourmy, State Highway Engr.

La., Shreveport—City, L. E. Thomas, Mayor, plans widening and repaving Marshall St.

Maryland—State Roads Comm., Baltimore, receives bids June 28 for 4 roads: Baltimore County—3.43 mi. concrete, along Jarrettsville road, from end of present concrete to Jacksonville, Cont. B-85; Harford County—1 mi. macadam, from Emmorton toward Van Bibber, Cont. H-52; Prince George's County—1.74 mi. gravel, Laurel toward Bowie, Cont. P-64; Dorchester County, 2.48 mi. concrete, between Rhodesdale and Vienna, Cont. D-45; plans on file; John N. Mackall, Chmn.; L. H. Stuart, Sec.

Maryland—State Roads Comm., Baltimore, received low bids for 4 roads: Worcester County—1 mi. concrete, end of Cont. W-31 toward Lewis store, Hannaman-Boroughs Co., Salisbury, \$18,352; Baltimore City—52 mi. along Hayward Ave., from Park Heights Ave. to Reisterstown road, American Paving & Contracting Co., Montebello Ave., and B. & O. R. R., Baltimore, \$57,658; Allegheny County—5.95 mi. concrete along River road from end of Cont. A-40, toward McCool, Tri-State Engineering Co., Cumberland, \$142,778; Frederick County—1.06 mi. concrete from end of Cont. F-60 to Ellerton, Poffinberger & Manse, Myersville, \$38,548. 5-26

Md., Baltimore—Board of Awards receives bids June 22 to grade footway area in Footway Cont. No. 104; plans on file; Stuart Purcell, Highways Engr.; B. L. Crozier, Ch. Engr.; Wm. F. Broening, Mayor.

Md., Towson—Baltimore County Commrs., John R. Haut, Ch. Clk., receive bids June 21 for 10 roads: Group No. 8; 41 mi. concrete, Melvin Ave.; 41 mi. concrete, Beaumont Ave., and 36 mi. concrete, Ingleside Ave., at Catonsville, from Frederick Road to Edmondson Ave.; Group No. 9; 13 mi. concrete, Willow Ave.; 26 mi. Burke Ave., from York Road, east; 17 mi. concrete, Maryland Ave., Owens to Burke Ave.; 90 mi. concrete, Maryland Ave., Burke to Linden Terrace; 40 mi. concrete, Murdock Ave., Anneslie, York to Edgewood Roads; 23 mi. concrete, Linganore Road, Harford Road to Old Harford Road; 21 mi. concrete, Hillcrest Ave., Harford Road to Old Harford Road, both Parkville; plans from Samuel A. Green, Roads Engr.

Miss., Gulfport—Harrison County Board of Suprvs. receives bids July 5 for 2 roads: 2 mi. 2-in. Warrenite bitulithic paving, Pineville road; paving Porter Ave., in Biloxi; W. S. Hawkins, Conslt. Engr.

Miss., Pascagoula—Jackson County Road Protection Comm., plans beach boulevard, with 2 mi. seawall in front of Ocean Springs and 2½ mi. at Pascagoula; 20-ft. driveway, 10-ft. parking space, 5-ft. sidewalk.

Miss., Pontotoc—Pontotoc County Board of Suprvs. plan letting contract soon for about 175 mi. hard surfaced highway through county, including 25 mi. concrete along Bankhead Highway, between Lafayette and Lee Counties; 150 mi. gravel roads. 5-26

Miss., Union—Mayor and Board of Aldermen receive bids June 21 for 33,410 square feet one course concrete sidewalk, 2652 lin. ft. combined curb and gutter, 5000 cu. yd. excavation, 3000 lb. reinforcing steel; plans from W. B. Montgomery, Conslt. Engr., Jackson.

Missouri—State Highway Dept., Jefferson City, receives bids June 24 for 29 roads and 11 bridges: Caldwell County—1433 mi. 18-ft. gravel, Kingston-Hamilton, 20,022 cu. yd. excavation, 1896 cu. yd. pavement; Linn County—355 mi. 30-ft. graded earth, Milan, south, 2670 cu. yd. excavation; Sullivan County—3.974, 3.878 and 142 mi. 30-ft. graded earth, Milan, south, 166,075 cu. yd. excavation, 169,710 lb. structural steel; bridges over overflow of Locust Creek, and East Locust Creek Drainage Dist. seven 35-ft. I-beam spans, 80-ft. steel truss; Shelby County—4,200 mi. 18-ft. gravel, Shelbyville, north, 61,120 cu. yd. excavation, 4416 cu. yd. pavement.

In Clay County—3.833, 3.863, 3.355, 3.782 and .294 mi. 30-ft. graded earth, Holt-Liberty, 189,561 cu. yd. excavation, 2 bridges over creeks, and repair one bridge, 19½-ft. span, 80-ft. truss, two 24-ft. two 20-ft. slabs; Jefferson County—283, 3.691 and 2.357 mi. 18-ft. concrete Cedar Hill, east, 2077 cu. yd.

excavation, 66,786 sq. yd. pavement; St. Francois County—3.727, .336 mi. 18-ft. gravel, Farmington, south, 5,133 mi. 18-ft. concrete, Desloge-Farmington, 7280 sq. yd. gravel, 53,405 sq. yd. concrete, 43,199 cu. yd. excavation; bridge at Sta. 1000 plus 53, two 10-ft. by 5-ft. boxes; Barry County—4.937, 4.865, 4.170 and 1.992 mi. 18-ft. gravel or chat, Cassville-Wheaton, 19,522 cu. yd. pavement.

In Dade County—3.998 mi. 18-ft. chat, Everton, east, 30,798 cu. yd. excavation, 5022 cu. yd. pavement; Newton County—3.857 and 3.999 mi. 18-ft. gravel or chat, Seneca-Neosho, 6754 cu. yd. pavement; St. Clair County—2.213 and 3.367 mi. 18-ft. gravel, Lawry City-Osceola, 41,852 cu. yd. excavation, 7019 cu. yd. pavement; bridge over creek, two 10 ft. by 9 ft. box culverts; Greene County—300 mi. 18-ft. rock asphalt, Springfield, west, 18,046 cu. yd. excavation, 3991 sq. yd. pavement; improving 380-ft. bridge over Eleven Creek; Oregon County—improving 380-ft. bridge over Eleven Points River, near Alton; Stoddard County—1.135 and 4.122 mi. 30-ft. graded earth, Bloomfield-Dexter, 105,726 cu. yd. excavation; bridge over Delaware Creek, two 10-ft. by 8-ft. box culverts; plans from T. H. Cutler, Ch. Engr.

Mo., Cape Girardeau—City considering paving Morgan Oak St., Lorimer to Frederick St. Address City Clk.

Mo., Kansas City—City, Park Board, plans letting contracts soon to resurface and widen various streets, including West Pennway extension, Broadway, Armour Blvd., Paseo St., Independence Blvd. and Swope Parkway; Matthew S. Murray, Director of Public Works.

Mo., Marshfield—Webster County plans road and bridge improvement, cost \$300,000. Address County Commrs. See Financial News—Bond Issues Proposed.

Mo., St. Louis—Board of Public Service receives bids June 28 to improve Eichelberger St.; rebuild and widen Lucas, Washington Ave. and rebuild reinforced concrete viaduct to carry Delmar Blvd. over tracks of Wabash Ry. Co., between Hamilton and Rosedale Ave.; plans from Director of Public Utilities.

Mo., Trenton—City plans paving Grundy St., Eighth to Haliburton; Monroe, Eighth to Ninth; Tenth, McPherson to Laclede St. Address City Clk.

North Carolina—State Highway Comm., Raleigh, receives bids July 6 for 22 roads and 3 bridges, totaling 85.20 mi. dirt or gravel and 85.63 mi. hard surfaced roads; Pitt County—8.7 mi. grading and drainage structures, Edgecomb County line to Farmville; Nash County—10.51 mi. hard surface, from Johnson-Nash County line to Nash-Wilson County line; Washington County—10 mi. hard surface, Route 90, from Roper east; 5 mi. hard surface Route 90, from Roper east; 5 mi. Route 90, from Tyrell County line west; Wilson County—Route 40, bridge over Contentnea Creek; Johnston County—Route 91, 33 mi. hard surface; Green County—Route 12, 8.98 mi. hard surface, Snow Hill toward Farmville to Pitt County line; Route 102, 9.10 mi. grading and structures, from Snow Hill toward Goldsboro to Wayne County line.

In Brunswick County—Route 201, 12 mi. grading and structure, from Supply towards Brunswick; Pender County—13.8 mi. hard surface, Route 60; Chatham County—Route 90, bridge over New Hope Creek; Wake County—Route 21, 10 mi. hard surface from Harnett County north, Route 91, 3.32 mi. hard surface from Johnston County line to intersection of Route 90; Randolph County—3.14 mi. top soil, Yadkin River Bridge toward Lexington; Route 60, 7 mi. grading and structure, Guilford-Randolph County line to Liberty; Route 75, 4 mi. hard surface, from Asheboro west; Rowan County—Route 80, 5.87 mi. hard surface, Grants Creek Bridge toward Davis County line; Alexander County—6.74 mi. top soil, Taylorsville toward Conover to Catawba County line.

In Surry County—Routes 268 and 80, 17.8 mi. grading and structure, Elkin to Dobson; Wilkes County—Route 60, 5 mi. hard surface, from end of pavement near Wilkesboro east; Rutherford County—bridge over Cove Creek; Henderson County—Route 191, 6.17 mi. hard surface, from east of Flat Rock toward Saluda to Polk County line; Cleveland County—Route 18, 20 mi. grading and structure, Shelby to Faison; Route 205, 7.6 mi. from Kings Mountain to South Carolina line; Buncombe County—Route 908, .77 mi. hard surface, connecting Routes 10 and 20; estimated cost about \$2,250,000; Lester Ames, Ch. Highway Engr.

N. C., Hickory—City plans street paving. Address City Clk.

N. C., Kenilworth—Town, A. S. Ward, Clk., plans building and rebuilding surface of streets with bricks, blocks, sheet asphalt, bitulithic or bituminous concrete on solid

foundation or concrete. See Financial News—Bond Issues Proposed.

N. C., Lenoir—Caldwell County Commrs. plan improving county roads, cost \$50,900. See Financial News—Bond Issues Proposed.

N. C., Winston-Salem—Board of Aldermen plans receiving bids to pave Springdale Ave., Carolina Circle to Buena Vista road; plans paving Seventh St., Cherry to Liberty; considering widening Liberty St., Seventh to Eighth; Vine, Fifth to Seventh; Thomas Barber, Mayor.

Okla., Ada—City, Somer Jones, Mayor, plans about 6 blocks paving on Rennie Ave. and on Thirteenth St.; Lee Daggs, City Clk.

Okla., Alva—Woods County Commrs. plan paving 5 roads: Federal Highway No. 64, hard surface State Highway No. 15, etc.; cost \$800,000. See Financial News—Bond Issues Proposed. 5-26

Okla., Anadarko—Caddo County Commrs. plan grading and graveling 6 roads, totaling 220 mi., State system, and 84 mi. county laterals, cost \$1,225,000. See Financial News—Bond Issues Proposed. 5-12

S. C., Greenville—City, Richard F. Watson, Mayor, plans \$250,000 street paving and bridge over Reedy River at River St. See Financial News—Bond Issues Proposed.

S. C., Greenville—City plans widening Buncombe St., North to College St. Address City Clk.

S. C., Greenville—Greenville County plans hard surfacing 3 roads: 22 mi. Route No. 21, Piedmont road, end of present pavement to Laurens County line near Princeton; 10.9 mi. Route No. 20, Anderson road, end of present pavement to Anderson County line; 11.3 mi. Route No. 21, Buncombe road, end of present pavement to North Carolina line. Address County Commrs.

S. C., Greenville—Greenville County, H. P. Dill, County Supvr., may receive bids in July to pave Augusta and Piedmont roads.

S. C., Pickens—State Highway Comm., Columbia, plans 10 mi. surface treatment mountain road, from city limits of Pickens, Pickens County; Ben M. Sawyer, Ch. Highway Commr.

Tenn., Benton—Polk County Court, James Parker, Chmn., plans completing hard surfacing State, Federal and county highway, from Benton to Tennega. See Financial News—Bond Issues Proposed.

Tenn., Johnson City—City and Washington County Commrs., Jonesboro, plan 50-ft. boulevard from Market St. to American Glanzstoff Corp. at Happy Valley. Address City Clk. and County Commrs.

Texas—State Highway Comm., R. S. Sterling, Chmn., Austin, receives bids June 30 for 6 roads: Hardeman County—7.762 mi. grading and drainage structures, State Highway No. 5, from Quanah, 62,214 cu. yd. excavation and borrow, 49,914 lb. reinforcing steel; 7.879 mi. grading and drainage structures, Highway No. 5, 70,341 cu. yd. excavation and borrow, 103,004 lb. reinforcing steel; Hill County—10.50 mi. ½-in. inverted penetration bituminous topping, Highway No. 2-E, from Johnson County line through Covington to Road Dist. No. 5, 98,660 sq. yd. bituminous topping; 3.91 mi. 1½-in. converted penetration bituminous surface treatment, Highway No. 6, 36,704 sq. yd.; Taylor County—5.848 mi. grading and concrete paving, Callahan County line to Abilene, 17,036 cu. yd. excavation and borrow, 29,083 sq. yd. reconstructed base course, 61,412 sq. yd. concrete pavement, 133,209 lb. reinforcing steel; Willacy County—9.697 mi. grading and drainage structures, Highway No. 96, Cameron County line to Raymondville, 60,298 cu. yd. excavation and borrow; plans on file and from County Engrs.; R. A. Thompson, State Highway Engr.

Tex., Amarillo—Potter County Commrs., Samuel B. Motley, County Judge, plan about 2½ mi. gravel West Tenth St. to point near intersection with present Canyon road; E. M. Pittman, County Clk.

Tex., Anderson—Grimes County, Ralph W. Barry, County Judge, plans 5.08 mi. surfacing, Highway No. 90, Navasota to Anderson, estimated cost \$135,000; Oscar A. Seward, Jr., County Engr.

Tex., Batesville—Zavalla County, N. H. Hunt, County Judge, plans 4.94 mi. grading, bridges and gravel surfacing, Highway No. 55, Uvalde-La Pryor road, south from Uvalde County line, estimated cost \$27,000; G. M. Jowers, County Engr.

Tex., Canyon—Randall County plans road between Canyon and Amarillo, Potter County; A. E. Dyatt, County Engr.

Tex., Claremont—Kent County, H. W. Davis, County Judge, plans 2.26 mi. grading and bridges, Highway No. 84-A, from Claremont to Fisher County line; Nagle-Witt-Rol-

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

lins & Gilchrist, County Engrs., Allen Bldg., Dallas.

Tex., Corpus Christi—Nueces County Comrs. Court, Nat. Benton, County Judge, considering repairing road near water works dam on Nueces River, at Calallen.

Tex., Corsicana—Navarro County Comrs. Court plans system of reinforced concrete roads in Consolidated Road Dist. No. 1. See Financial News—Bond Issues Proposed. 5-12

Tex., Dalhart—City plans receiving bids soon for street paving, cost \$25,000. Address City Clk. See Financial News—Bond Issues Proposed.

Tex., Galveston—Galveston County, E. R. Holman, County Judge, receives bids June 20 for grading and bridges on Highway No. 6, Galveston-Houston road between North La Marque and South La Marque crossing; C. C. Washington, County Engr. 3-3

Tex., Hallettsville—Lavaca County, C. L. Stavinoha, County Judge, plans 11.07 mi. bituminous macadam surface, Highway No. 72, Hallettsville-Yoakum-Cuero road, between Hallettsville and Sweet Home; W. H. Koether, County Engr.

Tex., Haskell—Haskell County Comrs. plan road building in Precincts Nos. 2, 3 and 7, cost \$1,500,000. See Financial News—Bond Issues Proposed.

Tex., Karnes City—Karnes County, Falls City Dist., plans 6.9 mi. Glazier-to-Gulf Highway, cost \$70,000. Address County Comrs. See Financial News—Bond Issues Proposed.

Tex., Memphis—Hall County, A. C. Hoffman, County Judge, plans road building, cost \$1,000,000; C. L. Hasle, County Engr. See Financial News—Bond Issues Proposed.

Tex., Quanah—Hardeman County, J. E. Wiley, County Judge, plans receiving bids in July for road to Wilbarger County line; John B. Nabors, County Engr.

Tex., Ranger—City, Eastland County Comrs., Eastland, and Thurber Earthen Products Co. plan laying chat on 2 roads out of Ranger: From Ranger via Sinclair Camp and Hagaman Refinery to highway leading to Thurber Co. plans near Tiffin; from Ford Plant, Main St. to city limits on Eastland Hill, where Ranger-Breckenridge highway starts. Address City Clk.

Tex., San Angelo—City Comn., E. V. Spence, Mgr., plans street paving. See Financial News—Bond Issues Proposed. 4-28

Tex., San Antonio—City, John W. Tobin, Mayor, plans improving and paving 4 streets: Schley, Eleanor Ave., Cedar St., West Craig Place; I. Ewig, City Engr.

Tex., Waco—City, E. E. McAdams, Mgr., receives bids June 21 to pave North Fifteenth St., colored to Herring; estimated cost \$50,000; J. H. Strange, City Engr. 5-19

Virginia—State Highway Comn., H. G. Shirley, Chmn., Richmond, receives bids June 30 for road and 2 bridges: Westmoreland County—3.14 mi. grade and drain from Montross, 34,049 cu. yd. excavation, bridge over Chandlers Mill Pond, 14,105 lb. reinforcing steel; Greensville County—187-ft. 6-in. reinforced concrete bridge about 2 mi. from Pleasant Hill, N. C., over Fontaine Creek, 71,505 lb. reinforcing steel; plans on file and from Dist. Offices; C. S. Mullen, Ch. Engr.

Virginia—State Highway Comn., H. G. Shirley, Chmn., Richmond, receives bids June 30 for 5 roads and 8 bridges: Highland County—Route 39, 93-ft. 6-in. bridge over Bull Pasture River, near McDowell, 96,700 lb. structural steel, 11,400 lb. reinforcing steel; Gloucester County—Route 29, 8.8 mi. grade and drain from point south of Gloucester Courthouse, 42,977 cu. yd. excavation, 6,284 lb. reinforcing steel; Bland County—Route 26, 428-ft. 5-in. bridges at Rocky Gap, over Dry, Laurel and Clear Forks, Wolf Creek, two 20-ft., two 30-ft., two 40-ft. and three 35-ft., reinforced concrete spans, 120-ft. steel truss, 145,000 lb. structural steel, 111,155 lb. reinforcing steel; Grayson County—Route 26, 4.5 mi. grade and drain, from Independence, 121,691 cu. yd. excavation 18,174 lb. reinforcing steel, bridge over Bush Creek, 17,600 lb. reinforcing steel; James City County—Route 392, .8 mi. concrete, from Intersection of Route 39, 8,448 sq. yd. concrete; Louisa County—Route 32, 7.4 mi. grade and drain, from Route 39, 69,498 cu. yd. excavation, 18,518 lb. reinforcing steel; Essex County—Route 38, 8 mi. gravel, from Champlain, 60,339 cu. yd. excavation, 8,596 lb. reinforcing steel, 20,409 cu. yd. gravel; bridges over Occupacia and Elwood Creeks, 33,995 lb. reinforcing steel; plans on file and Dist. offices; C. S. Mullen, Ch. Engr.

Va., Portsmouth—Norfolk County Comrs., New Kira Bldg., plan paving with concrete, about 1½ mi. 18-ft., Pennsylvania Ave. and

Buzzard Neck road, connecting Water Works road with Pennsylvania.

Va., Portsmouth—City, Frank C. Hanrahan, Mgr., plans improving Intersection Chestnut St. and George Washington Highway; temporary improvements on Washington St. at Craford Place.

West Virginia—State Road Comn., Charleston, received low bids for 9 roads: Greenbrier County—7 mi. in Renick Valley, J. C. Cooper & Co., Charleston, \$66,164; 6.25 mi. Ronceverte road, Battershill, Sadler & Clay, Virgillina, Va., \$128,116; Jefferson County—4.5 mi. Daily Bridge-Virginia State line road, H. W. Kaylor, Hagerstown, Md., \$55,217; Lewis County—7 mi. Weston-Glenville, O. B. Bracht, Titusville, Pa., \$204,147; 5.86 mi. Weston-Glenville road, Keely Construction Co., Empire Bldg., Clarksburg, \$78,260; Pendleton County—4.5 mi. Cave-Virginia State line, Polino Construction Co., Keyser, Va., Fleming road, F. J. Duvall, Huntington, \$29,552,175; Wayne County—8.81 mi. Echo-822 for slag, 5.55 mi. Marrowbone-Crum road, Acme Construction Co., Parkersburg, \$22,679, gravel; Webster County—3.5 mi. Webster-Springs-Poind Mountain road, Mace Const. Co., Webster Springs, \$69,850. 5-19

West Virginia—State Road Comn., Charleston, received low bids for 11 roads: Project No. 1944—2 mi. Sutton-Flatwoods road, Curtis V. Rector, Spencer, \$96,094, for oil; \$102,240, Bermuda; No. 3157—4 mi. grading and draining, Strange Creek Clay Road, J. M. Cain & Co., 1010½ Quarrier St., Charleston, \$96,432; No. 3285—C-5½ mi. grading and draining, Otter-Braxton road, R. L. Black & Co., Yawkey, W. Va., \$100,917; No. 3259—3.2 mi. concrete, Pocataligo-Sissonville road, Brown & Floyd, Lowenstein Bldg., Charleston, \$165,532; No. 3215—B-5 1. grading and draining Scherr-Mt. Storm road, Chandler & Gregory, Virgillina, Va., \$73,178; No. 3062—3 mi. paving, Mullens-Amigo road, Wright & Hayes, Princeton, \$178,822; No. 3211—C-5 mi. concrete, Kerns-Tucker road, W. A. Wilson & Sons, St. Mary's, \$146,903; No. 3162—A-B-6 mi. gravel surfacing, New Martinsville-Wiley road, D. S. Jaconetty, Wheeling, \$65,920; No. 2064—1 mi. rebuilding, National Pike, Coss & Otto, Wheeling, \$39,120; No. 2063—re-build Wheeling Hill, Coss & Otto, \$32,203; No. 1119—4.6 mi. paving, Blaine-Elk Garden road, Monongahela Construction Co., Home Savings Bank Bldg., Fairmont, \$88,703; No. 3192—1 mi. paving, Berkeley Springs road, Moore & Swertzel, Staunton, Va., \$19,905, concrete. 5-19

W. Va., Buckhannon—Upshur County Court plans hard surfacing Brushy Fork road, cost \$65,000. Address County Comrs. See Financial News—Bond Issues Proposed.

W. Va., Summersville—Nicholas County Comrs. plan road building in Beaver Road Dist., cost \$350,000. See Financial News—Bond Issues Proposed.

#### Contracts Awarded

Ark., Hot Springs—State Highway Comn., Little Rock, let contract to George Nickels & Son, 102 Linden St., at \$47,723, for 1.4 mi. concrete Hot Springs-Malvern road, Garland County, from Hot Springs city limits to Country Club. 4-21

Ark., Fort Smith—Kaw Paving Co., Topeka, Kan., has contract for 3400 ft. asphalt Fort Smith-Charleston Rd.

Fla., Lake City—Columbia Road Bond Trustees let contract to R. C. Carver at \$1105 per mile for 6 mi. sand and clay road from Columbia City to Suwannee County line.

Fla., St. Petersburg—City, Ernest Kitchen, Director of Public Works, let contract to W. J. Overman, Central National Bank Bldg., for 250-ft., 24 ft. wide, 2½-in. asphalt block, asphalt filler, sand base paving, 14-in. granite curb. 6-2

Fla., Sarasota—Sarasota County Comrs., J. R. Peacock, Clk., let contract to W. J. Bryson Paving Co., Central Ave., Sarasota, at \$32,058 to pave 1.6 mi. Jackson road near Venice. 5-26

Ky., Fulton—City, Thomas H. Chapman, Clk., let contract to Carey-Reed Co., Lexington, at \$86,489, for 6-in. reinforced concrete street paving, curb, gutter and excavation. 6-2

Ky., Madisonville—City, A. R. Blanks, Clk., let contract to White Construction Co., 208 S. La Salle St., at \$14,622, for 40-ft. asphalt with 6-in. concrete base paving, curbs and gutters.

Miss., Gulfport—Harrison County Board of Suprvs. let contract to Southern Paving Co., Volunteer Life Bldg., Chattanooga, Tenn., at \$14,915 for 2½-in. sheet asphalt paving, Bar Harbor road.

Miss., Oxford—City, W. T. Chandler, Clk., let contract to Robt. G. Lassiter & Co., Citizens Bank Bldg., Raleigh, at \$110,000 or 30,000 sq. yd. grading, drainage and 5-in. concrete base, 2½-in. sheet asphalt paving. 5-26

Miss., Picayune—Board of Aldermen, H. K. McKee, Clk., let contract to Merrill Construction Co., Vicksburg, at \$40,000 for concrete paving.

Okla., Tulsa—Tulsa County Comrs. let contracts for 5 roads and 4 bridges, totaling \$1,236,671: 2 mi. highway, between Sections 14 and 33, township 20, north, range 13, east, Standard Paving Co., 174 S. E. Sixth St.; 2 mi. in West Tulsa Co. section, Highway Construction Co., Kennedy Bldg.; pave and improve section line road, between Sections 27 and 28, township 19, north range 12 east, Roy Tanner Co.; culverts on Forty-first St.; culverts on Turkey Mountain Highway; 3 mi. bridges and culverts along East Eleventh St.; drainage structures along Memorial Highway, between Dr. Grosshart's corner and Mohawk park; all E. G. Fike Co., 114½ E. Second St., all Tulsa; 3 mi. grading E. Eleventh St.; 3 mi. grading along Turkey Mountain Highway, both D. T. Allen Co., McAlester. 6-2

Okla., Watonga—City, J. B. Leisure, Mayor, let contract to Connolly Bros. Paving Co., El Reno, at about \$30,000 for 10,000 sq. yd. 6-in. concrete paving. 5-26

Tenn., Alton Park Branch, Chattanooga—City let contract to Carter Construction Co. for street paving; S. O. Kinsey, Mayor. 4-14

Tenn., Chattanooga—Hamilton County Highway Comn. let contract to Kentucky Rock Asphalt Co., M. E. T. Bldg., Louisville, Ky., to pave with 1½-in. Kentucky rock asphalt Tennessee Ave., St. Elmo, from West Fortieth St. to Georgia line.

Tex., Baird—City, Jim Barranger, Sec., let contract to McClung Construction Co., at about \$36,000, for 6-in. reinforced concrete paving on Main St. 5-19

Tex., Beaumont—City, Ollie J. Bloyd, Mgr., let contract to Scott Shambaugh, Fourth and Crockett Sts., for rock asphalt street paving. 6-9

Va., Pulaski—Town, E. W. Calfee, Mayor, let contract to Murray Construction Co., Holston Nat. Bank Bldg., Knoxville, Tenn., at \$100,000 for 2½ mi. concrete paving. 5-26

#### Sewer Construction

Sewer construction in LAND DEVELOPMENT projects involves the expenditure of large sums of money. Under that classification details of these improvements are reported.

Ark., McGehee—H. E. Monk, 818 W. 20th St., Pine Bluff, reported, has contract for sewers and crossing.

D. C., Washington—District Comrs., receives bids June 21 for sewers. See Want Section—Bids Asked.

Fla., Jacksonville—Shearman Concrete Pipe Co., Inc., Groves Bldg., Knoxville, Tenn., has contract for 60,000 ft. of 8-in., 50,000 ft. of 10-in., 1500 ft. of 12-in., 2000 ft. of 8x6 wyes for sewer system.

Ga., Claxton—City, J. M. Sconyers, Mayor, let contract to Eatman Heating and Plumbing Co., Albany, Ga., at \$13,767 for complete sewer system; 5 miles 8, 10, 12 and 15-in.; erect disposal plant; Georgia Vitified Brick and Clay Co., Southern Finance Co. Bldg., Augusta, has contract for pipe; W. M. Crook, Engr., Washington Ave., Macon. 6-8

Ga., Macon—E. E. Gostin, reported, low bidder at \$22,595 for 42 miles of sanitary sewers. 6-2

Ga., Thunderbolt—City, reported, having survey made for sewers. E. O. Bryan, Mayor.

Ga., Waycross—City votes July 19 on sewer and water work bonds. See Financial News—Bond Issues Proposed.

La., Mansfield—Town votes July 5 on \$80,000 bonds for sewerage plant; Swanson-McGraw, Inc., Balter Bldg., Consist. Engr. New Orleans.

La., Winnfield—See Water Works.

Mo., St. Louis—Citizens Bond Issue Supervisory Committee, reported, approved covering for River des Peres sewer through Forest Park; cost \$3,650,000.

N. C., Winston-Salem—City will issue bonds for sewers, enlargement of water works, etc. See Financial News—Bond Issue Proposed.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Okla., Earlsboro—See Water Works.

S. C. Myrtle Beach—Cement Products Co., Wilmington, N. C., reported, has contract for concrete drain and culvert pipe; cost \$50,000; for use in drainage system at Myrtle Beach development; Stanley Wright, Consol. Engr. 5-12

Tex., Borger—James Contracting Co., 805 Trunk St., Dallas, reported, has contract at \$74,846 for sewer system. 4-21

Tex., Brownsville—City receives bids July 1 for storm and sanitary sewers; A. Tamm, Engr. 5-12

Tex., Houston—City, reported, let following contracts for sewers in Manchester; Ricker Construction Co., at \$15,302, for laying lines; Texas Concrete Pipe Co., 2500 W. Dallas St., Houston, for pipe. 5-19

Tex., Houston—City, reported, plans constructing sewer in Magnolia Park; J. C. McVea, City Engr. 5-12

Tex., Houston—City, reported, rejected bids for sanitary sewer on Audubon; J. C. McVea, City Engr. 5-12

Tex., Odessa—See Water Works.

Tex., San Angelo—City voted, \$20,000 sewer, \$25,000 incinerator, \$25,000 for fire alarm system. 4-28

Tex., Waco—W. C. Cullum, Central Bank Bldg., Dallas, low bidder at \$29,923 for tile and \$30,551 for concrete sewer; let contract to American Rubber Mfg. Co., San Francisco, Cal., Eureka Fire Hose Co., Praetorian Bldg., and Fabric Hose Co., 4915 Bryan St., both Dallas, for fire hose. 5-26

Va., Pulaski—Town Council let contract to Ford & Harvey Lynchburg, for sewers. 5-26

W. Va., Huntington—Amos Trainor & Son reported low bidder for lateral sewer in Guyan St. in Guyandotte. 6-2

### Telephone Systems

Ark., Little Rock—Southwestern Bell Telephone Co., St. Louis, Mo., reported, receives bids July 1 for building; 1-story, 69x83 ft., brick and reinforced concrete; composition roof, concrete floors, steam heat; I. R. Timlin, Archt., 1916 Southwestern Bell Telephone Bldg., St. Louis, Mo. 5-12

Ark., Pine Bluff—Southwestern Bell Telephone Co., A. A. Garrett, Dist. Mgr., main office St. Louis, Mo., reported, expend \$28,000 for expansion of telephone facilities. 5-12

D. C., Washington—Chesapeake & Potomac Telephone Co., reported, expend \$87,800, under ground cable, local and long-distance equipment, etc. 5-12

La., Hammond—Southern Bell Telephone & Telegraph Co., main office Atlanta, Ga., reported, plans installing telephone system; may erect exchange. 5-12

Missouri—Southwestern Bell Telephone Co., St. Louis, reported, expend \$1,700,000 for telephone equipment for Eastern Missouri, including additional equipment for Laclede-Prospect dial telephone exchanges; remodeling long distance office, etc. Douglas Williams, Adv. Mgr., wires: "\$350,000 contract for new long-distance office at 324 N. Beaumont St. let to Murch Bros. Construction Co., Railway Exchange Bldg., St. Louis; for addition to Wabash Avery office involving expenditure of \$16,000 let to H. J. Cross, St. Louis; total expenditures will be for central telephone office equipment furnished by Western Electric Co., the supply department of the Bell system; largest items are \$385,000 for additional dial telephone equipment at Laclede Prospect exchanges; also \$63,000 for installation of official switchboard and \$54,000 for installation of trunk cable between the Forrest and Cabanny exchanges. 4-28

Mo., Flat River—Cape Girardeau Bell Telephone Co., Cape Girardeau, Henry L. Rozier, Pres., will erect building; receiving bids on tile and steel; 2-story brick; tile and composition roof, steel structure and copper store fronts; J. Hall Lynch & Son, 412 Dolph Bldg., Archts., St. Louis. 4-28

Okla., Wellston—West Captain Creek Telephone Co., incorporated; Fred Brown, Fritz Stein, Jr., G. H. Matthews. 5-12

Tenn., Chattanooga—Southern Bell Telephone and Telegraph Co., main office Atlanta, Ga., reported, will erect exchange to serve eastern section. 5-12

W. Va., Charleston—Chesapeake and Potomac Telephone Co. of West Virginia, R. H. Ayre, Mgr., reported, expend \$75,000 for additional switch board and outside telephone facilities in Capitol office. 5-12

W. Va., Welch—Bluefield Telephone Co., Bluefield, reported, soon let contract for 2-story fireproof building. 5-12

### Textile Mills

Ala., Anniston—Anniston National Bank, reported, acquired Woodstock and Calhoun Cotton Mills. 5-12

Ala., Montgomery—Batson Cook Co., West Point, Ga., has contract for mill building, warehouse and cottages for West Boylston Mfg. Co., Easthampton, Mass.; approximately 250,000 sq. ft. floor area in mill and 100 cottages; Robert & Co., Inc., Engrs., Atlanta, Ga. 6-2

Ga., Acworth—Unique Knitting Co., reported, construct another unit, main building 65x210 ft. 5-12

Ga., Thomaston—Citizens and Southern Co., Savannah, reported, acquired issue of \$3,000,000 of 6½% preferred stock of Thomaston Cotton Mills. 5-12

Md., Cumberland—Celanese Corp. of America, 15 E. 26th St., New York City, wires: "Contract for first three units at Amcelle of expansion building program let to George F. Hazlewood, Cumberland, at approximate cost for building of \$175,000; these units constitute only partial extension contemplated; building to be of hollow tile and steel construction." 6-2

N. C., Burlington—National Dye Works, let contract to Potter & Shackelford, Allen Bldg., Greenville, S. C., for small 1-story, brick boiler house with concrete coal pocket, all about 8000 sq. ft. J. E. Sirrine & Co., Engrs., Greenville. 5-19

N. C., Charlotte—Lambeth Rope Corp., New Bedford, Mass., Harold W. O'Leary, Pres., reported, establish branch plant for manufacturing spinning tapes, mill handings, etc. 5-19

N. C., Franklin—A. T. Wilde, Ackworth, Ga., and K. L. Jones, Healey Bldg., Atlanta, Ga., reported, interested in establishing cotton mill. 5-12

N. C., Hickory—Hickory Hosiery Mills, Third St., is erecting 2 additions to plant; one 2-story, 56x78 ft., other 1-story, 46x76 ft.; cost \$15,000. 5-12

N. C., Mooresville—Conrad-Curry Mfg. Co., Troutman Bldg., A. F. Bruton, Pres., reported install 50 machines for making men's dress shirts and pajamas. 5-12

N. C., Rutherfordton—Dean Manufacturing Co., capital \$25,000, incorporated; J. E. Mason, M. D. Haney, M. D. Haney, Jr., of Greensboro and Spindale, N. C. 5-12

N. C., Statesville—Lockwood, Greene & Co., Inc., Engrs., Johnston Bldg., Charlotte, advises, contract for mechanical work for Phoenix Mills, Inc., Little Falls, N. Y., will be let in about 60 days; Grier-Lowrance Construction Co., Statesville, Gen. Contr. 4-28

S. C., Marietta—S. Slater & Sons, Inc., Webster, Mass., Duncan Langdon, V. Pres., advises: "Have purchased about 400 acres land and are planning to erect spinning and weaving mill of 700 looms; also contemplate possibility of finishing these goods at that plant and are making provision for such plans in our program; however, we have not actually requested construction plans of finishing works as this may be a matter of several years; J. E. Sirrine & Co., Greenville, engineers in charge of this work will receive all bids for construction; actual work to begin in early fall, mill in operation in spring of 1928." 5-12

S. C., Westminster—J. G. Breazela, W. J. Stribling, reported, interested in establishing textile mill. 5-12

Va., Martinsville—Charles J. Huber, Pres., Silk Manufacturers Corp., 79 Madison Ave., New York, will locate silk mill, capital \$150,000; manufacture thrown silk. 5-12

### Water Works

Details of water works improvements in connection with the many LAND DEVELOPMENT operations will be found under that classification.

Ala., Birmingham—National Cast Iron Pipe Co., reported, has contract at \$50,000 for 1000 tons gas and water pipe fittings. 5-12

Ark., Fort Smith—Bryant D. Young, Greenwood, reported, has contract for 10 borings in vicinity of proposed Poteau river dam to locate bed rock; H. S. Peck, Engr. 5-12

Ga., Waycross—See Sewer Construction.

La., Many—City, reported, let contracts for water works; Machinery, to Fairbanks-Morse Co., 1000 St. Charles St., New Orleans; tank and tower to Pittsburgh-Des Moines Steel Co., Praetorian Bldg., Dallas, Tex.; cast

iron pipe to National Pipe Co., Birmingham, Ala.; for well to Layne-Louisiana Co., 210 Broad St., Lake Charles. 5-19

La., Winnfield—City receives bids June 28 for water works extension and sewerage; Charles D. Evans, Consol. Engr., Levy Bldg., Shreveport. 5-19

Miss., Brookhaven—City, Parry A. Coker, Clk., let contract to Layne-Central Co., Memphis, Tenn., for well and pumping equipment; R. S. Purser, Engr. 5-19

Mo., Baden—Board of Public Service, St. Louis, O. D. Tillay, Sec., receives bids June 21 to furnish material and construct reinforced concrete cover for Baden reservoir of Chain of Rocks plant; 4850 cu. yds. of concrete, 747,000 lbs. reinforced steel, galvanized steel ladders, drains and sewers, etc. 5-19

Mo., Cape Girardeau—City and Missouri Utilities Co., D. A. Belden, Pres., reported, interested in erecting water plant. 5-19

Mo., Columbia—City, John S. Bicknell, Clk., reported, construct reservoir. 5-19

Mo., Hine—Board of Public Service, St. Louis, receives bids June 28 to furnish and install power and lighting switchboard to control two 375-kv-a and one 112-kv-a alternators at Howard's Bend on Missouri River. 5-19

Mo., St. Louis—Clarage Fan Co., 2083 Ry. Exchange Bldg., reported, low bidder for draft fans at Howard's Bend on Missouri River; Reeves & Skinner, 221 Olive St., for generator. 3-31

N. C., Charlotte—City will probably lay pipes for water supply to plant of Pinoca Mfg. Co.; company plans to purify water in its own filtration plant; cost of laying pipe, \$10,000. 5-12

N. C., Winston-Salem—See Sewer Construction.

N. C., Wilmington—Lynchburg Iron Foundry, Lynchburg, Va., reported, low bidder for 50 tons cast iron pipe and hydrant valves, for extension to Brookwood. 4-28

Okla., Carter—City, reported, voted \$30,000 water works bonds; V. V. Long & Co., Engrs., Colcord Bldg., Oklahoma City. 5-12

Okla., Earlsboro—City voted \$225,000 water and sewer bonds. Address The Mayor. 5-12

S. C., Parris Island—Bureau of Yards and Docks, Washington, D. C., receives bids June 22 for reservoir. See Want Section—Bids Asked. 5-12

Tenn., Chattanooga—W. C. Langley & Co., Halsey, Stuart & Co., Inc., New York, are offering \$600,000 first mortgage, 5% gold bonds, Series C., of City Water Co. 5-12

Tex., Columbus—City, reported, let contract to E. E. Irwin, Columbus, for mains for water works and to W. M. Paulsen for laterals. 5-26

Tex., Fayetteville—City receives bids June 15 for water system. See Want Section—Bids Asked. 5-12

Tex., Houston—City, Archt., W. A. Dowdy, has prepared plans for warehouse; soon call for bids; reinforced concrete and brick. 5-12

Tex., Kirbyville—City voted \$50,000 water works bond. Address The Mayor. 5-12

Tex., Lockney—George E. Prendergrast & Co., 2142 Ave. H, Wichita Falls, has contract for water extension; \$25,000 available. 5-12

Tex., Merkel—Briggs-Weaver Machinery Co., 307 N. Market St., Dallas has contract for 75 g.p.m. Luitweiler well pump installed complete; to Wm. M. Pierce Machinery Co., 701 Elm St., Dallas, for 500 g.p.m. American Well Works centrifugal pump installed complete with electric motor and starter; H. N. Roberts, Engr., Box 1115, Lubbock. 5-26

Tex., Odessa—Municipal Engineering Co., Dallas, reported, has contract for water and sewer system. 5-12

Tex., Perryton—City, F. P. Rogers, Mayor, let contract to H. C. Burt, Hutchinson, Kan., for water works; Devling Engineering Co., Box 743, Amarillo. 5-12

Tex., Stanton—M. L. Friday, Arlington, has contract for wells, machinery, surface reservoir, elevated steel tank and tower and water mains with appurtenances; Hawley & Roberts, Engrs., Lubbock. 5-12

Tex., Waco—City, E. E. McAdams, Mgr., reported, extend water mains. 5-12

Tex., Weimar—City, reported, plans settling tank at water works. Address The Mayor. 5-12

### Woodworking Plants

Ky., Henderson—Anderson Box & Basket Co., reported, erect, building at Mill and Beltline Sts.; 2 stories and basement, 49x50 ft., composition roof, brick, reinforced concrete, hollow tile, steel, and steam heat. 5-12

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

La., New Orleans—Paramount Furniture Co., capital \$10,000, incorporated; Fred A. Keller, Cusachs Bldg., Gladys Carrier.

Md., Baltimore—Wm. Knabe & Co., Charles P. Vogt, mgr., (owned by American Piano Co., New York), Eutaw and West sts., acquired site at Cross and Eutaw sts.; will erect addition to piano plant.

Mo., Kansas City—Frank J. Moss and associates, American Sash & Door Co., reported, acquired Huttig Millwork Co.'s plant.

Tenn., Memphis—De Soto Hardwood Flooring Co., 1044 Sledge Ave., reported, erect dry kilns, 1-story, 150x65 ft. reinforced concrete clay hollow tile; Silk & Chambers, Gen. Contr., 63 S. 3d St.; cost \$21,000.

Tex., San Antonio—Eureka Woodworking Co., capital \$10,000 incorporated; F. C. Suchy, 1030 Navarro St.; D. B. Wallis, 138 Cumberland St.; H. S. Grosbeck.

## FIRE DAMAGE

Ala., Montgomery—Imperial Hotel, Owl Drug Co., Pickwick Cafe, Planters' Hotel, George P. Haardt Clothing Co., Mercantile Paper Co., Frank Tennille Furniture Co., Schlessinger Candy Co., Harry Monsky Clothing Co. and other buildings; loss \$2,500,000.

Ark., Helena—J. T. Buchanan's sawmill.

Fla., Greenville—Mason & West Planing Mill; loss \$80,000.

Fla., Jacksonville—Finishing room of American Fibre Co., foot Robinson St.; loss \$25,000.

Fla., Lakeland—High School building; loss \$100,000; address Board of Education.

Fla., Tampa—Buildings on Egmont Key, owned by Tampa Bay Pilots' Assn., care Walter W. Holmes.

Ga., Athens—Branch of Southeastern Com-

press and Warehouse Co.'s compress; Asa G. Candler, Jr., Pres., Atlanta.

Ga., Hawkinsville—Planing mill of D. E. Duggan; loss \$10,000.

Ga., Newnan—W. F. Asher Lumber and Grist mill; loss \$50,000.

Ga., Tifton—Sawmill of Doster-Ladon Lumber Co. at Willacochee; loss \$15,000.

Ky., Paintsville—Wheatley Hotel, loss \$10,000; address the Propr.

La., Baton Rouge—Three dwellings and store, Highland Rd. near Baton Rouge, owned by Cella Kent.

Md., Bowie—Grandstand, judges' stand, bleachers and clubhouse at Bowie Race Track; owned by Southern Maryland Agriculture Assn., care James F. O'Hara, Hilton Court Apt., Baltimore; loss \$100,000.

N. C., Biltmore—Ernest W. Wilson's residence, Lynnwood Park; loss \$10,000.

N. C., Charlotte—A. M. Hetland's residence, Providence Rd., Myers Park; loss \$6,000.

N. C., Morehead City—Woodland Hotel, owned by R. A. Cherry.

S. C., Saluda—Wheeler Motor Co.'s building cor. of Main and Highland Sts., loss \$35,000.

S. C., Spartanburg—C. L. Cannon and Bros. warehouse at 127 Trade St.

Tex., Athens—H. E. Blythe's residence; loss \$12,500.

Tex., Bomarton—Fred Truman's dry goods store and Kirby Reed's grocery; loss \$20,000.

Tex., Floydada—J. K. Green's residence; loss \$7,000.

Tex., Freeport—Stauffer Chemical Co.'s sulphur refining plant, loss \$100,000; branch office, Scanlan Bldg., Houston.

Tex., Houston—J. C. Bower's sawmill at Hillendahl on Katy Rd., loss \$25,000.

Va., Albemarle—Albemarle Hotel; loss \$10,000; W. A. Carpenter, Propr.

Va., Virginia Beach—Garage on grounds of Princess Anne Country Club, Joseph Faber, Pres.; loss \$10,000.

Ga., Augusta—Trinity M. E. Church plans building. Address The Pastor.

Ga., Lyons—Methodist Church erect \$25,000 building. Address The Pastor.

Ga., Macon—Tattnall Square Baptist Church plans enlarging building. Address T. E. Ryals, member, Clisby Pl.

Mo., Brookfield—Methodist Episcopal Church, Rev. C. Williams, Pastor, erect \$50,000 building; brick and stone, 2 stories and basement; Edwin F. Jansson, Archt., 740 Rush St., Chicago, Ill.

Mo., Kansas City—Methodist Episcopal Diocese purchased through J. C. Nichols Investment Co. site, Roanoke Pkwy. and Madison Ave., for church.

N. C., Charlotte—Myers Park Presbyterian Church, David Owens, Chmn., Bldg. Comm., care J. B. Ivey & Co., 33 N. Tryon St., selected J. M. McMichael, 306 Park Ave., as architect for \$250,000 bldg., Providence Rd. 5-12

N. C., Charlotte—St. Peters P. E. Church, Tryon and Seventh Sts., J. H. Cutter, member, plans building, E. Morehead St. near McDowell St.

Tenn., Memphis—Andrews Chapel organized with G. B. Cofer as member of bldg. comm.; erect church, West Junction near Nonconiah Illinois Central Shops.

Tex., Houston Heights, Houston—First Baptist Church has low bid at \$27,925 from Chas. Dahl, Builders Exchange, for building; C. N. Nelson, Archt., 1017 1/2 Eagle St. 6-9

Tex., Houston—Emmanuel Baptist Church erect \$30,000 brick building, Norwood St., adjoining Oak Place. Address The Pastor.

Tex., Jackboro—Baptist Church, J. H. Timberlake, Chmn., Bldg. Comm., receiving bids. to be opened about June 25, for semi-fireproof building; brick, stone and rein. concrete, 1 story and basement, 50x70 ft.; A. B. Withers, Archt., Mineral Wells.

Va., Lynchburg—Grace P. E. Church, H. T. Nicholas, Chmn., Bldg. Comm., 3016 Fort Ave., having plans drawn by S. P. Craighill, Archt., Peoples Nat. Bank Bldg., for building, West Lynchburg. 6-2

Va., Roanoke—Belmont Baptist Church having plans drawn by Herbert L. Cain, Grace Securities Bldg., Richmond, Va., and 1718 Cherry St., Philadelphia, Pa., for \$55,000 Sunday school, Stewart Ave. and Ninth St.; H. M. Miller, Asso. Archt., Roanoke; wood joist and brick, 3 stories, 40x90 ft. and 19x85 ft., wood and concrete floors, concrete foundation, composition roof; furnishings, equipment, etc., \$3500. See Want Section—Building Materials and Equipment. 3-24

## City and County

Ark., El Dorado—City erect \$125,000 city hall after plans by Mann & Stern, A. O. U. W. Bldg., Little Rock; 2 stories, 110x90 ft., white stone facing; jail on rear of second floor. 1-20

Fla., Pensacola—City, J. H. Bayliss, Mayor, have plans by W. A. Alfred for fire station, 11th Ave. and Gregory St. 5-19

Fla., Tampa—Hillsborough County Board of Commrs., Mr. Williams, Chmn., instructed Fred J. James, Archt., 706 Franklin St., to prepare tentative plans for 3-story annex to courthouse; brick, about 60x75 ft.

Ga., Augusta—City Council, Raleigh H. Daniel, Mayor, erect police barrack, fear of city hall. 5-12

Ga., Lafayette—Walker County, R. E. Davis, County Agt., erect fair building, high school grounds.

Md., Baltimore—City Council, Wm. F. Broening, Mayor, appropriated \$75,000 for city hall repairs, including sanitary conveniences, cleaning and painting.

N. C., Asheville—Buncombe County Board of Commrs., E. N. Lyda, Chmn., will have plans and specifications for furniture, record room equipment, laundry and kitchen equipment for \$1,300,000 courthouse and jail out for bids in 2 weeks, bids to be received about 30 days later; Milburn, Heister & Co., Archts., Hill Bldg., Washington, D. C., and First Nat. Bank Bldg., Durham, N. C.; Angle-Blackford Co., Contr., Amer. Exch. Bank Bldg., Greensboro, N. C.; electrical work, Webb Electric Co., at \$64,500; plumbing \$73,000, and heating \$74,000, Sluder Bros., all Asheville; cell work, about \$250,000, not awarded but lies between Pauly Jail Building Co., 2215 DeKalb St., St. Louis, Mo., and Fries & Son Steel Construction and Engineering Co., Inc., Covington, Ky. 6-9

N. C., Laurinburg—Scotland County Board of Commrs., C. E. Muse, Ex-Officio Clk., receives bids July 5 for remodeling and erecting addition to jail; 33x36 ft., 2 stories, 11 new cells and other jail equipment, plumbing and

# BUILDING NEWS

## BUILDINGS PROPOSED

### Association and Fraternal

Okla., Tulsa—Free and Accepted Masons, Colored, erect building; F. D. Griffith, Archt.; plans complete.

W. Va., Parkersburg—Ancient Arabic Order, Nobles of Mystic Shrine, purchased 150-acre tract, Fort Boreman; erect building; 200x300 ft., height not determined; cement road.

### Bank and Office

D. C., Washington—Following contractors estimating on \$750,000 addition to Union Trust Co., 15th and H Sts., N. W., bids opened June 17: Davis-Wick-Rosengarten Co., Inc., 1406 G St. N. W.; Geo. A. Fuller Co., Fuller Bldg.; James Baird Co., 1800 E St. N. W.; James Stewart & Co., Inc., Evans Bldg.; C. A. Langley Co., 1509 Connecticut Ave. N. W.; Whitty Co., Union Trust Bldg.; structure to duplicate present building, 9 stories and cellar, 53x83 ft. on first floor, 53x53 ft. above, granite front, combination concrete and tile floor construction, hollow tile partitions, tile and marble floors, slag roof, bronze and orna. iron work, push button passenger elevator to third floor, modulation heating; decoration, vault work and lighting fixtures reserved; A. B. Mullett & Co., 721 Union Tr. Bldg., and Marsh & Peter, 1304 F St. N. W., Archts.; plans, etc., from Marsh & Peter.

Ky., Russell—First National Bank, John M. Millis, Cashr., receives bids June 18 for 2-story and part basement building, Ferry Ave. and Mulberry St.; drawings and specifications from W. H. St. Clair, Archt., 417 Ninth St., Huntington.

La., New Orleans—W. R. Dodge & Son, New Orleans Bank Bldg., purchased Orme Bldg., N. Peters and Bienville Sts.; remodel; change name to Dodge Bldg.

Mo., Poplar Bluff—Bank of Poplar Bluff, M. C. Horton, Pres., remodel 2-story bank and office building, 200 S. Martin St.; brick and stone, new composition roof, cost \$12,000.

Mo., St. Louis—Real Estate Mortgage Trust Co., W. L. Wimmer, Pres., Wimmer Con-

tracting Co., Victoria Bldg., member, Board of Directors, alter section of ground floor and mezzanine of new Telephone Bldg. for banking quarters.

S. C., Greenville—Liberty Life Insurance Co., Frank Hipp, Pres., Gallivan Bldg., remodel building, S. Main and Court Sts.

Tenn., Chattanooga—C. E. James Estate, James Bldg., construct penthouse to change elevator system in James Bldg.; cost \$12,000.

Tenn., Nashville—Independent Life Insurance Co. has \$10,000 permit to remodel building, Fourth and Church Sts.

Tenn., Shelbyville—Gunter Lumber Co., erecting 5-story rein. concrete office building. See Want Section—Building Materials and Equipment.

Tex., Dallas—Dr. E. R. Carpenter, Medical Arts Bldg., and associates plan 15-story office building, Olive St. near Oak St.

Tex., Flatonia—Flatonia State Bank plans 2-story building; equipment.

Tex., San Antonio—Federal Reserve Bank, Judge J. W. Young, care Smith Bros., Plaza Hotel, interested, reported, planning building; brick, stone and concrete.

Tex., San Antonio—Elk, Unity and Lotus lodges, K. of P., R. G. Heilbron, member, consider Pythian Castle.

### Churches

Ala., Heflin—Methodist Episcopal Church erect \$10,000 building; pipe organ. Address The Pastor.

Ark., El Dorado—Methodist Protestant Church, W. D. Wingfield, Chmn., Bldg. Comm., have plans by E. M. Kolben for \$100,000 building, Euclid Ave. and Seventh St.; Arkansas stone, built-up roof.

Ark., Fort Smith—Roman Catholic Parishes plan parish house. Address The Pastor, Immaculate Conception R. C. Church.

Fla., Miami—Mount Zion Baptist Church, colored, J. R. Knowles, Chmn., bldg. Comm., erect \$150,000 building; 2 stories and basement, 100x250 ft., tile and stucco, struct. steel; auditorium seat 2300.

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heating; plans and specifications from Geo. H. Webb, Const. Engr., Rockingham.

Tex., San Angelo—City voted \$800,000 bonds, including \$250,000 for city hall and auditorium and \$75,000 for 4 sub-fire stations and equipment; Swartz & Hamberlin, Archts. for fire stations. 4-28

Va., Christiansburg—Roanoke, Craig, Montgomery, Giles, Pulaski and Smyth Counties will erect district almshouse; Capt. D. H. Barger, chairman of board; at meeting on June 17 will select site, adopt plans and set date for bids; C. H. Hinnant, Archt., 341 Woodland Ave., Lynchburg; information regarding bids from C. M. Crush, Atty., Christiansburg. 2-10

Va., Hopewell—City Council may erect jail.

W. Va., Clarksburg—City, Geo. L. Coyle, City Mgr., plans library; also central fire station; \$80,000 available for latter. 4-28

W. Va., Roney's Point—Ohio County Board of Commissioners, Wheeling, receives bids June 25 for alterations and additions to building; plans and specifications at office of Board, or F. F. Faris, Archt., 1117 Chapline St., Wheeling.

### Dwellings

Ala., Birmingham—Walter Percy Badham, Grove Park, erect frame shingle siding residence, Mountain Brook Estates; 1 story, composition roof, furnace heat; C. H. McCauley, Archt., 709 Jackson Bldg.; bids in.

Ala., Birmingham—Miss L. and Miss H. A. Matthews, Powderly, Ala., erect frame residence, Forrest Park; 2 stories, 35x45 ft., composition roof, furnace heat; C. H. McCauley, Archt., 709 Jackson Bldg.; bids in.

Ala., Birmingham—Henry Cobb, 2635 Arlington Ave., erect limestone veneer residence, Red Mountain; 2 stories, 40x80 ft., slate roof, steam heat, electric refrigerator, incinerator, garage and servants quarters; Warren, Knight & Davis, Archts., 1603 Empire Bldg.

Ala., Birmingham—Mrs. Geo. Gordon Crawford, Hanover Circle, erect hollow tile and stucco residence, Shades Valley; 1 story, tile roof; C. H. McCauley, Archts., 709 Jackson Bldg.; bids in.

Ala., Birmingham—B. F. Reynolds, care Turner & McPherson, Archts., 1203 Amer. Tr. Bldg., erect brick veneer residence, Mountain Brook Estate; 2 stories, slate roof, oil burner vapor heat, electric refrigerator.

Ala., Eufaula—Judge W. H. Merrell erect \$15,000 residence; brick veneer, 2 stories, wood floors, tile baths, furnace heat; Frank J. Lockwood, Archt., 119 Adams St., Montgomery.

Ala., Eufaula—A. B. Roberts erect \$12,000 residence; stucco, 1 story, wood floors, tile roof, steam heat; P. Kennon Perry, Archt., 1001 Wynne-Claughton Bldg., Atlanta, Ga.

Ala., Luverne—Capt. P. B. Thompson erect brick veneer residence; 2 stories, hardwood floors, tile bath, composition or slate roof, furnace heat; Frank J. Lockwood, Archt., 119 Adams St., Montgomery.

Ala., Montgomery—J. C. Letcher, 400 Capital Ave., erect 6 frame dwellings, Capital Heights, S. Lewis St.; 1 story, composition roof, cost \$3000 each.

Ala., Montgomery—E. G. McGehee, Jr., 511 Alabama St., erect Colonial frame residence, First Ave. and Thorne Place, Cloverdale; 3 stories; Okel & Cooper, Archts., Shepherd Bldg.

Ala., Montgomery—M. R. Nachman, Wilerson St., erect hollow tile and stucco residence; 1 story 40x60 ft.; Frank J. Lockwood, Archt., 119 Adams St.

Ala., Montgomery—John Smith, 127 Commerce St., erect \$15,000 residence; hollow tile and stucco, hardwood floors, tile roof and baths, steam heat; Frank J. Lockwood, Archt., 119 Adams St.

Ala., Selma—J. A. Burgrene, Birmingham, erect country residence, Summerfield Rd. near Selma.

Ala., Selma—John L. Ames erect frame residence; 2 stories, 50x40 ft., asbestos shingle roof, tile baths, steam heat; Frank J. Lockwood, Archt., 119 Adams St., Montgomery.

Ark., Hot Springs National Park—Wm. Taylor, 448 E. Grand St., erect brick veneer residence, Pleasant St.; 1 story and basement, oak floors, composition shingle roof, tile bath, frame garage; J. G. Hörne, Arch., 825½ Central Ave.

Ark., Little Rock—H. F. Rieff, 212 W. Second St., erect duplex, Lewis St. and 1 on Prospect Ave.; brick veneer and half timber, 2 stories and basement, 44x27 ft. and 32x27 ft., oak floors, tile baths, red cedar shingle roofs, garages.

Ark., Little Rock—Mrs. L. T. Rose, Abeles

Apt., erect brick residence; stucco and stone trim, 2 stories, 50x80 ft., tile roof; Max Mayer, Archt., Donaghey Bldg.

Ark., North Little Rock, Little Rock—J. J. Williamson erect brick veneer residence, 2423 E. Washington Ave.

D. C., Washington—D. J. Dunigan, 1319 New York Ave. N. W., erect 14 brick dwellings, 605-31 Delafield St. N. W.; 2 stories; total cost \$70,000.

D. C., Washington—F. D. Klimkiewicz, 132 12th St. N. E., erect 3 brick dwellings, 1182-66 Morse St. N. E.; total cost \$15,000.

D. C., Washington—John W. Thompson erect \$43,000 rubble stone residence, 2601 Thirty-first St. N. E.; 2 stories.

D. C., Washington—Avery & Burns, District Natl. Bank Bldg., erect 2 frame dwellings, 2616-20 Thirty-third St. S. E.; 2 stories; total cost \$10,000.

D. C., Washington—W. M. Ward, 1410 H St. N. W., erect 3 brick and tile dwellings, 1404-06-08 S St. S. E.; 2 stories; total cost \$15,000.

Fla., Groveland—F. A. Sunderman erect residence.

Fla., Groveland—Chas. C. Walker, New York, erect residence.

Ga., Atlanta—E. Diamond, 367 First Ave. N. E., erect 5 one-story frame duplexes, 1066-70-74-78-82 Ashby Grove Ave.; total cost about \$10,000.

Ga., Atlanta—Mrs. Mary T. Cherry, 655 Bonaventure Ave. N. E., erect \$10,000 residence, 785 Virginia Ave. N. E.; brick veneer, 1 story.

Ga., Atlanta—T. G. Chastain, 101 Marietta St., erect 7 brick veneer dwellings, 317-21-25-29-33-36-39 Angier Ave. N. E.; 1 story; total cost \$42,000.

Ga., Atlanta—Mrs. Otis M. Sudderth erect \$10,500 residence, 1425 Lanier Place N. E.; brick veneer, 2 stories.

La., Hammond—John W. Bradley, Citizens Nat. Bank Bldg., erect residence, Hammond-Ponchatoula Highway near Hammond; bids in June 10.

La., Monroe—R. L. Tippit erect 10 dwellings, Dick Taylor St. near Lodell St., and 10 on Polk St. near Lidell St.; 1 story, frame; also 7 on Arkansas Ave. near Ninth St.; total cost \$36,150.

La., New Orleans—Louis Rosenson remodel residence, 1600 Baronne St.; cost \$10,000.

La., Welsh—Yount-Lee Company of Texas erect dwelling, Elm St., South, for M. T. Schlicher, local manager.

Miss., Aberdeen—C. C. Day erect brick and stucco residence; 2 stories and basement, oak floors, composition roof, tile bath; J. Frazier Smith and H. M. Burnham, Archts., Goodwyn Inst. Bldg., Memphis, Tenn.

Miss., Columbus—A. T. Stovall, Jr., erect brick veneer and hollow tile residence; 2 stories and basement, about 50x50 ft., composition roof, oak floors, tile baths; Walter R. Nelson, Archt., 683 Shrine Bldg., Memphis, Tenn.

Miss., Meridian—C. J. Lenehen, Vice-Pres., Southern Bldg. and Material Co., 22nd Ave., erect hollow tile residence; 34x46 ft., asbestos shingle roof, struct. steel, hot-air heat; R. C. Springer, Archt., Rosenbaum Bldg.

Md., Baltimore—Alfred J. Zang, 31 Spring Ave., erect bungalow, Harewood Park.

Md., Baltimore—Thos. B. S. Fowler, 910 N. Central Ave., erect bungalow, Harewood Park.

Md., Baltimore—James Keilty, 3529 Edmondson Ave., purchased 52-acre tract, Edmondson Ave. and Wildwood Pkwy; plans dwellings.

Md., Baltimore—Dr. John McF. Bergland, 58 W. Biddle St., having plans drawn by Mottu & White, 527 N. Charles St., for residence, Lambeth Rd. 6-9

Miss., Water Valley—First Methodist Church erect parsonage; repair present dwelling for assembly hall; cost \$10,000. Address The Pastor.

Mo., Kansas City—Dr. J. Archie Robertson, Gate City Natl. Bank Bldg., purchased home-site, 56th St. near Ward Pkwy.

Mo., Kansas City—Mrs. Frances B. Turner erect residence, Brookside Blvd. and Rock Springs Rd.

Mo., Kansas City—S. J. Engleman, Pres., Central Boarding & Supply Co., 1258 Board of Trade, purchased home-site, Verona Rd., Mission Hills.

Mo., St. Louis—Richard J. Klohr, 7059 Lindell Blvd., erect Norman English type residence, Claytonia Terrace and Essex Drive, Moorlands Park; variegated brick, half-timber and stucco, 2-car garage; Jesse L.

Bowling, Inc., Archt.-Constr. Supervisor, 1108 Arcade Bldg.

Mo., St. Louis—E. J. McCarthy, Edmondson Rd., erect \$75,000 residence, Edgewood and Price Roads, St. Louis County; 2 stories and basement, native stone; Study & Farrar, Archts., Arcade Bldg.

Mo., St. Louis—Mrs. S. M. Bandy erect \$13,000 brick veneer residence, Carolina St. near Wendover Ave.; 2 stories, 9 rooms.

Mo., St. Louis—H. J. Schmitz, 803 Chestnut St., receiving bids for \$27,000 residence, Sunset Hill; hollow tile and California Mexican stucco, Spanish type, 2 stories, 54x56 ft., hardwood floors, concrete foundation, tile roof, hot water heat; G. H. Hargitt, Archt., 5332 Vernon Ave. Address Owner. See Want Section—Bldg. Materials and Equipment. 6-9

Mo., St. Louis—Geo. Hart, Route No. 30, Baden Station, erect brick residence, Bellefontaine Rd. near Church Rd.; 2 stories and basement, 45x37 ft., cut stone, hardwood floors, asbestos shingle roof, Taake, Archt., 7210 Lindell Blvd.; bids in.

Mo., St. Louis—Frank Mecelli, care Frank A. Hueser, Archt., 4534 Fair Ave., erect brick residence, Spalding St. near Euclid Ave.; 2 stories and basement, 31x31 ft., oak floors, slate roof, tile bath, hot water heat.

Mo., St. Louis—St. Marys and St. Josephs R. C. Church, Rev. Martin S. Brennan, Pastor, 6304 Minnesota Ave., erect \$40,000 rectory; fireproof, brick, 2 stories and basement, 35x66 ft., terra cotta trim, garage; Kennerly & Stiegemeyer, Archt., 1111 Title Guarantee Bldg.

Mo., St. Louis—Dr. Harvey S. McKay, 3826 Castelman Ave., erect \$27,000 tile and stucco residence, Wydown Terrace; 2 stories and basement, 65x35 ft., tile roof and bath, concrete foundation, hardwood floors, vapor heat, electric refrigerator, incinerator; Marcel Boulicault, Archt., 1101 Ambassador Bldg.

Mo., St. Louis—Mr. Korkolan, care L. J. Graham, Archt., 4885 Natural Bridge Rd., erect brick residence; 1½ stories and basement, 39x24 ft., composition shingle roof, concrete foundation, yellow pine floors, tile bath, hot-air heat.

Mo., St. Louis—Nolté & Nauman, Archts., 614 Fullerton Bldg., completed plans for \$24,000 dwelling, Boland Drive, Moorlands, and for \$15,000 dwelling, Buena Vista Ave., Hi-Pointe; brick, 2 stories and basement, 41x41 ft. and 39x35 ft., slate and tile roofs, tile baths, oak and yellow pine floors, stone foundations.

Mo., St. Louis—Nelson M. Pope, 931 Laurel St., erect \$18,000 residence, Alta Dena; 2 stories and basement, 41x33 ft., concrete foundation, hardwood floors, slate roof, tile bath, oil-burner heat, electric refrigerator; Manske & Bartling, Inc., Archts., 410 N. Euclid Ave.; bids in.

Mo., University City, St. Louis—V. A. Chinnberg, 808 Chestnut St., erect \$13,000 residence, University Park; brick and frame, 2 stories and basement, 32x30 ft., oak floors, slate roof, tile bath, stone foundation, hot-water heat, oil burner; Nolté & Nauman, Archts., 614 Fullerton Bldg., St. Louis.

Mo., University City, St. Louis—Paul E. Corrubia, Archt., 815 Holland Bldg., St. Louis, has completed plans for 2 brick dwellings, St. Louis County; 2 stories and basement; sub-bids in.

Mo., University City, St. Louis—G. E. Thildenus, 6149 Pershing St., erect \$10,000 brick residence, Alta Dena; 2 stories and basement, 41x33 ft., concrete foundation, slate roof, hardwood floors, tile bath, hot-water heat; Manske & Bartling, Inc., Archts., 410 N. Euclid Ave.; bids in.

Mo., Webster Groves, St. Louis—J. E. Mitchell, 532 N. Elm St., erect \$10,000 residence; 2 stories, 32x38 ft., brick.

N. C., Burlington—North Carolina Silk Mills, J. Spencer Love, member, erect minimum of 30 mill dwellings; bungalow type, about 4 rooms each; open to contract.

N. C., Charlotte—T. M. Griffith erect \$18,500 residence, East Boulevard and S. Eging St.

N. C., High Point—D. C. Ragan, 318 S. Hamilton St., erect \$12,500 residence, Hillcrest Drive; 2 stories, 8 rooms, brick veneer.

N. C., High Point—R. C. Crouch erect 3 dwellings, E. Lexington Ave.; 2 stories, 6 rooms, frame; total cost \$16,000.

N. C., Raleigh—M. G. Jones, 218 N. Harrington St., erect \$10,000 residence, 124 N. McDowell St.

N. C., Raleigh—Dr. C. N. Sisk, 307 W. Park Drive, erect residence, 307 W. Park St.; cost about \$10,000.

Okla., Oklahoma City—Calloway, Nicholson & Foster erect 2 dwellings, 733 E. 19th and 1800 W. 18th Sts.; total cost \$15,000.

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Okla., Oklahoma City—J. J. Hardin Trades Natl. Bank Bldg., erect 3 dwellings, 739-822 E. 17th and 2738 W. 20th Sts.; total cost \$13,000.

Okla., Oklahoma City—A. M. Sadler, 1932 W. 17th St., erect three \$10,000 dwellings, 801 E. 18th and 706-817 E. 19th Sts.

Okla., Tulsa—E. O. Bartlett, 1021 S. Cincinnati St., erect \$18,000 residence, 224 E. Woodward Blvd.; 2 stories, brick.

S. C., Columbia—J. J. Nettles, 115 S. Saluda St., erect 2 brick veneer dwellings, 218 S. Waccamaw St. and Pinewood Ave.; 6 rooms, cost \$5000 each.

S. C., Columbia—B. H. Rucker, 1014 Bryan St., erect \$10,000 residence, Cambridge Rd.; 7 rooms, brick veneer.

Tenn., Chattanooga—R. J. McClellan remodel residence, 28 Bluff View; cost \$12,000.

Tenn., Memphis—Dr. Gilles Coors, 1304 Union Ave., having plans drawn by Anker F. Hanson, 683 Shrine Bldg., for brick veneer residence, Chicksaw Gardens; 2 stories and basement, oak floors, tile roof, tile baths, steam heat, garage and servants' quarters. 6-9

Tenn., Memphis—D. B. Griffin, Shrine Bldg., plans brick veneer residence; composition roof, oak floors, tile bath, garage.

Tenn., Memphis—A. W. Bascigalupo, 246 Pasadena Place, erect \$11,000 residence; brick veneer and stucco, 2 stories and basement, about 54x56 ft., oak floors, composition shingle roof, tile bath, hot water heat, garage; Estes W. Mann, Archt., 203 Cotton Exchange Bldg.

Tenn., Memphis—Sieg & McDaniel, Archts., First Natl. Bank Bldg., drawing plans for House Beautiful No. 3 in Belleair Woods.

Tenn., Memphis—J. P. Rogers, 729 Evergreen St., considers brick veneer duplex, McLean Blvd. near Jackson Ave.; 1 story, oak floors, composition shingle roof, tile bath, hot-water heat.

Tenn., Memphis—S. Siegwart, care Tunica Cotton Co., 44 S. Front St., considers residence, Hallwood Crest sub-division.

Tenn., Memphis—Russell Dolan, 209 Madison Ave., erect brick and stucco residence, Kimbrough St.; 2 stories and basement, 45x40 ft., tile bath, oak floors, steam heat, garage; J. Frazier Smith & H. M. Burnham, Archts., Goodwyn Inst. Bldg.

Tenn., Memphis—W. H. Monsarrat, 10 S. Second St., erect 10 brick veneer duplexes; 1 and 2 stories and basement, oak floors, composition shingle roofs, tile baths, garages; total cost \$50,000.

Tex., Coleman—Mrs. J. A. V. Miller receiving bids for brick veneer residence; cost \$30,000, 2 stories and part basement, 55x41 ft., 2 tile baths, hot-air heat; Glasgow & Longley, Archts., 916 First Nat. Bank Bldg., Fort Worth.

Tex., Dallas—R. E. Rain, 6275 La Vista St., erect \$12,000 residence, 6221 La Vista; 10 rooms, hollow tile and stucco.

Tex., Fort Worth—A. B. Elkins, 112 W. Hattie St., erect 2 brick veneer dwellings, 4012-18 Medford Court; total cost \$19,000.

Tex., Fort Worth—Mrs. B. J. Hiller repair residence, 4720 Collinwood St.; cost about \$10,000.

Tex., Fort Worth—J. Schellinger, 4730 Birchman St., erect 2 dwellings 4008-12 Birchman St.; total cost \$16,000.

Tex., Fort Worth—A. B. Hamilton erect \$10,800 brick veneer residence, Fifth and Lilac Sts.

Tex., Houston—Mariana Pilapona erect 10 frame dwellings, 1909-13 Genessee, 1910-14 Gillette, 1002-08 Cook Sts.; 4 rooms and baths; total cost \$12,500.

Tex., Kingsville—Athur H. Bennett, 1006 Nixon Bldg., Corpus Christi, plans several dwellings and may build number business buildings.

Tex., San Antonio—J. Y. Womak, 103 Hollywood St., plans \$40,000 residence, W. Kingshighway near San Pedro St.; brick and rein. concrete, 2 stories, 10 to 12 rooms.

Tex., San Antonio—Craig Adams, 830 N. Magnolia St., erect residence, Vallambrosa, Fredericksburg Rd.; drawing plans.

Tex., San Antonio—A. E. Basse has low bid at \$29,379 from Blount & Miller for residence, Terrell Rd., Terrell Hills; Phelps & DeWees, Archts., Gunter Bldg.

Tex., San Antonio—J. T. Briscoe, 835 N. Magnolia St., erect residence, Vallambrosa, Fredericksburg Rd.; drawing plans.

Tex., San Antonio—H. H. Clark, 132 Rigby St., erect residence, Vallambrosa, Fredericksburg Rd.; drawing plans.

Tex., San Antonio—Geo. Eggleston, 123 E. Mistletoe St., erect residence, Vallambrosa, Fredericksburg Rd.; drawing plans.

Tex., San Antonio—H. B. Hess, erect residence, Vallambrosa, Fredericksburg Rd.; drawing plans.

Tex., San Antonio—H. L. Martin, 1019 W. Ellsmere St., erect dwelling, Oakland Estates.

Tex., San Antonio—Fred J. Tips, 823 W. Magnolia St., erect residence, Vallambrosa, Fredericksburg Rd.; drawing plans.

Va., Richmond—J. W. Erb, 4066 Forest Hill Ave., has broken ground for several California type dwellings, Forest Hill.

### Government and State

S. C., Columbia—Board of Directors and A. B. Scarborough, Supt. of State Penitentiary, selected J. J. Baldwin, Anderson, as architect for women's building; cost about \$100,000. 5-19

Va., Fort Humphries—Constructing Quartermaster, Fort Humphries, receives bids July 5 for 6 barrack buildings, etc., Colonial type; plans and specifications from above; rein. concrete skeleton, brick facing, 2 stories, 2 buildings about 208x63 ft. each, 4 buildings about 176x47 ft. each, cement finish floors, alternate for mastic, concrete foundation, slate roof, cast stone, limestone, steel sash and trim, hollow tile; Capt. Geo. T. Hobson, Q. M. C., Constructing Quartermaster. 4-21

Va., Richmond—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., receives bids July 5 for remodeling and enlarging parcel post annex at post office; drawings and specifications from Custodian at site or from office Supervising Archt.

### Hospitals, Sanitariums, Etc.

Ala., Sylacauga—Drs. R. D. Poreh, W. H. Boozer and others purchased dwelling; convert for hospital.

Florida—State Legislature, Tallahassee, passed Tuberculosis Sanatorium Act providing for \$200,000 for tuberculosis sanatorium; location not determined.

Fla., Arcadia—De Soto County Board of Commrs., reported, selected J. C. Harris as architect-construction supervisor for \$300,000 hospital; bonds available. 11-5-25

Fla., Ocala—City, authorized purchasing committee for \$150,000, Munroe Memorial Hospital, Dr. H. W. Henry, chmn., to purchase \$8000 X-ray machine; will also purchase elec. and refrigeration equipment. 3-10

Ga., Alto—Ancient Free and Accepted Masons of Georgia, A. G. Miller, Grand Master, Atlanta, plan \$50,000 cottage for tubercular children at State Tuberculosis Sanatorium.

La., Shreveport—Charity Hospital will erect fireproof 3-story wing of main building; cost \$40,000; Seymour Van Os, Archt., Merchants Bldg.; bids opened June 15.

Md., Baltimore—Johns Hopkins Hospital, Dr. Winford H. Smith, Supt., receives bids June 18 for Wilmer Eye Clinic; add 1 story to present building and erect 5-story addition, latter 115x50 ft., brick and steel, slag and slate roofs, wood composition and other floors; Jos. Evans Sperry, Archt., Calvert Bldg.; Herman F. Doelemann, Struct. Engr., 516 N. Charles St.; Bueckel & Co., Plumbing and Heating Engrs., 24 Union Ave., Boston, Mass.; Hixon Electric Co., Erect. Engr., 308 Dover St., Boston; following contractors estimating: Chas. L. Stockhausen Co., Marine Bank Bldg.; Consolidated Engineering Co., 20 E. Franklin St.; Fraunie Bros. & Hagley, 19 W. Franklin; Morrow Bros., Fidelity Bldg.; M. A. Long Co., 10 W. Chase St.; Cogswell-Koether Co., 406 Park Ave.; B. F. Bennett Building Co., 123 S. Howard St.; L. L. Chambers, Inc., 36th St. and Roland Ave.; John Hiltz & Sons Co., 343 St. Paul St.; North-Eastern Construction Co., Lexington Bldg.; Price Construction Co., Maryland Trust Bldg.; P. C. Street Engineering Co., 404 St. Paul St.; J. L. Robinson Construction Co., 1130 W. Lafayette Ave., all Baltimore; Geo. A. Fuller Co., Fuller Bldg., Washington, D. C. 1-20

Md., Baltimore—Johns Hopkins Hospital, Dr. Winford H. Smith, Supt., rejected bids for enlarging kitchen and mess building; receive new bids later; Jos. Evans Sperry, Archt., Calvert Bldg. 5-19

Md., Towson, Baltimore—Eudowood Sanatorium, Dr. G. Milton Linthicum, Chmn., Exec. Comm., 817 Park Ave., Baltimore, erect \$75,000 unit for tubercular children; L-shape, 120 ft. long, 2 stories, frame, slate roof, wood floors, probably hot water heat; W. W. Emmart, Archt., Union Trust Bldg., Baltimore; plans probably ready by July 1.

Miss., Tougaloo—Tougaloo College received bids June 15 for brick and frame hospital; 1-story, 50x69 ft., wood floors, concrete founda-

tion, asphalt shingle roof, steam heat; Emmett J. Hull, Archt., Merchants Bank Bldg., Jackson. 6-9

Mo., Festus—Jefferson County plans hospital, Address County Board of Commrs., Hillsboro.

Mo., Leeds—Kansas City, H. F. McElroy, City Mgr., Robt. B. Caldwell, Chmn., Hospital Sub-committee, erect 2 fireproof buildings at tuberculosis sanatorium; accommodate 224 patients, cost about \$100,000; E. P. Madorie, Archt., 1105 Continental Bldg.

Mo., St. Louis—Shriners Hospital for Crippled Children, Kingshighway near McKinley Ave., Henry F. Niedringhaus, Chmn., Board of Trustees, has completed plans by architects Wm. B. Ittner, St. Louis, and Hentz, Adler & Schultz, Atlanta, Ga., for 3-story nurses' home and 30-desk school building; former L-shape, 99x154 ft., 3 stories, 28 single rooms, 14 baths, laundry, shop for manufacture of braces and hospital equipment, and garage; latter 1 story, 27x38 ft.; both reddish buff brick and terra cotta, Moorish Shrine type. 4-7

N. C., Greensboro—City, Richard F. Watson, Mayor, may call election on \$275,000 bonds, including 25,000 for nurses' home at City Hospital.

N. C., Oteen—United States Veterans Bureau, Frank T. Hines, Director, Room 791, Arlington Bldg., Washington, D. C., receives bids June 23 for outside water, sewer and steam distribution system at U. S. Veterans Hospital No. 60; work includes excavation, rain, concrete construction, water and steam piping; drawings and specifications from Constr. Division, Room 791. 5-12

N. C., Wrightsville Sound—Babies' Hospital, Thos. H. Wright, Pres., will rebuild structure burned at \$35,000 loss.

Tenn., Bolivar—Hardeman County Court erect brick building on Western State Insane Hospital grounds; 2 stories and basement, 14x40 ft., built-up roof, concrete roof; J. F. Parish, Archt., McCowart-Mercer Bldg., Jackson; bids in.

Tenn., Chattanooga—Hamilton County Board of Commrs. selected R. H. Hunt Co., James Bldg., as architect for \$125,000 hospital and \$25,000 workhouse; \$225,000 bonds voted. 5-19 under City and County.

Tex., Beaumont—Dr. D. A. Mann, 601 Perlstein Building and others, erect \$70,000 clinic, fireproof, 2 stories and basement; Phelps & DeWes, Archts., Gunter Bldg., San Antonio; probably calls bids first part July.

Tex., Dallas—W. M. Whinton, 4401 Highland Dr., is chairman of group interested in \$1,550,000 non-sectarian hospital for children and infants, to be called Dallas Children's Hospital; site, Oak Lawn, donated by P. R. Freeman; probably soon adopt plans for \$550,000 first unit of 100 beds; to inaugurate fund campaign.

Tex., El Paso—El Paso County Board of Commrs., E. B. McClintock, County Judge, considers calling election on bonds for addition to City-County Hospital.

Tex., Tulla—Swisher County Board of Commrs., W. A. Graham, County Judge, having plans for concrete hospital drawn by Guy A. Carlander, Massie Bldg., Amarillo; 2 stories, 36x70 ft., terrazzo floors, concrete foundation, composition roof. See Want Section—Building Materials and Equipment.

W. Va., Huntington—Kessler-Hatfield Hospital, Sixth Ave. and Second St., Dr. A. K. Kessler and Dr. Henry D. Hatfield, plan addition; cost, reported, \$250,000.

### Hotels and Apartments

Ala., Birmingham—S. C. King, 3007 Bush Blvd., erect two \$10,000 apartments at Eighth St. and Sixth Ave.

Ala., Birmingham—Dr. M. H. Morris erect \$45,000 apartment house at 30th St. and Tenth Ave. South.

Ala., Birmingham—May Morr's erect \$45,000 apartment house, Highland Ave. between 29th and 30th Sts.

Ark., Hot Springs—George Paokis and James Poulas, 210 1/2 Central St., leased sumpter-Little Bldg., will renovate Central Hotel on second and third floors; also improve office rooms on second floor.

D. C., Washington—Gelman & Hayes erect \$125,000, 4-story, brick and tile apartment house at 405 Tenth St. N. E.

Ga., Americus—Mrs. S. A. Pruitt receives bids June 23 for \$25,000, hollow tile and stucco apartment building; wood studding, floor joists, slate and built-up roof, oak floors, concrete foundation; T. F. Lockwood, Archt., Murrah Bldg., Columbus. 5-5

Ga., Atlanta—Charles W. Bernhardt,

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Contr., 174 Hunnicutt St., reported, erect brick and stone apartment house; built-up roof, wood floors, steam heat.

Ga., Atlanta—Enterprise Development Co. erect \$22,500, 2-story, brick veneer apartment building at 1235 Virginia Ave., N. E.

Ga., Atlanta—M. J. Harbin erect \$30,000, 2-story, brick veneer apartment building at 607 Clifton Road, N. E.

Ga., Atlanta—Mrs. Mary E. R. Walsh erect \$16,000, 2-story, brick veneer apartment building at 57 Lafayette Drive.

Ga., Quitman—Quitman Municipal Hotel Corp. plans early construction of \$200,000, 75-room hotel building, on site of Marie Hotel recently burned. 2-17

La., New Orleans—Mason & Spori, Archts., Vincent Bldg., preparing plans for 6-story, steel frame, reinforced concrete, brick and limestone furniture store and bachelor apartment building, N. Rampart St. at Conti St.; 1 freight and 2 passenger elevators, steam heat, tile baths.

La., New Orleans—Hugh Ritchie, 2331 Joseph St., receiving sub-contract bids on 3-story, frame and stucco, 14-apartment building on Napoleon Ave.; tile roof, plastered interior, steam heat.

La., New Orleans—Emile Weil, Inc., Archts., Whitney Bank Bldg., announced following contractors received plans and specifications, propose to bid on \$1,000,000, 15-story and basement Marberc Hotel, for B. G. Carbajal, Inc., Hibernia Bldg., bids to be opened June 23; Lionel F. Favret, Louisiana Bldg.; John Reiss, Carondelet Bldg.; Joseph Fromberg, Inc., Title-Guarantee Bldg.; R. P. Farnsworth & Co., Canal-Commercial Bank Bldg.; C. A. D. Bayley Co., Interstate Bank Bldg.; J. V. & R. T. Burkes, Carondelet Bldg.; O. M. Gwin Construction Co., Union Indemnity Bldg.; George J. Glover Co., Inc., Whitney Central Bank Bldg. 6-9

Mo., Kansas City—McCanles Building Co., Guy H. McCanles, Pres., 400 Victor Bldg., plans to start work last of this month on two 10-story apartment hotels, near cor. 35th and Main Sts.; each have ground floor lobby and 2 storerooms facing Main St., upper floors of 104 rooms and 31 single kitchenette apartments; fireproof with concrete frames, walls to be terra cotta for first 2 stories, brick trimmed with terra cotta above; Robert F. G. Gornall, Archt., 3619 Broadway.

Mo., St. Louis—Nash Construction Co., 4398 S. Olive St., purchased Melrose apartment N. E. cor. W. Pine Blvd. and Sarah St., will remodel into 42-suite efficiency apartment building.

N. C., Charlotte—Charles Brenzier and T. R. Van Ness erect \$18,500 apartment building, E. Seventh and Beaumont Sts.

N. C., Hickory—Q. E. Herman, Archt., preparing plans for 2-story, brick apartment house for J. F. Miller, on Ninth Ave.; tile roof, hardwood floors, vapor heat.

N. C., High Point—High Point Land Co., J. Vassie Wilson, Pres., owners and developers of Paradise Point, in eastern part of state, has plans in progress for 30-bedroom hotel overlooking New River.

N. C., Pilot Mountain—J. T. Levesque, Archt., Winston-Salem, associated with C. Gilbert Humphries, preparing plans for 34-room, 3-story hotel for Dr. M. C. Smith; 2 stores, lobby, dining room and kitchen on first floor, connecting bath for each room.

Okla., Oklahoma City—Mrs. Pattie Hampton erect \$10,000 apartment house at 436 W. 12th St.

Okla., Oklahoma City—O. M. Edwards erect \$20,000 apartment house at 429 W. 11th St.

Okla., Tulsa—E. Z. Aaronson, Tuloma Bldg., plans 3-story and basement apartment building.

Okla., Tulsa—Walter Phillips, Atlas Life Bldg., erect \$10,000, 2-story, brick apartment house at 1614-16 S. Quaker Ave.

S. C., Columbia—Mrs. S. T. Sparkman, 826 Gregg St., erect \$15,000, 2-story, brick veneer, 4-family apartment house at 822-4 Gregg St.

Tenn., Chattanooga—Eagle Mountain Incorporated, John H. Garmany, La Fayette, Ga., Pres.; Wayne L. Tyson, 25 Broad St., New York City, Vice-Pres. and Asst. Treas., incorporated for \$5,000,000, planning 400-sleeping room hotel, clubhouse, 18-hole golf course, etc., in connection with Eagle Mountain development; will lease to syndicate headed by New York surgeon, privilege of building and maintaining a hospital; also lease privilege to another syndicate to build and maintain school for boys to be known as High Point Military Academy.

Tex., Dallas—W. L. Sessions, 305 Hessler

Bldg., erect \$10,000, 16-room, brick veneer, 4-apartment house at 619-21 E. Ninth St.

Tex., Houston—Dave Kaplan, 2133 Yale St., erect \$20,000, 2-story, brick, hollow tile and stone apartment house 514-16 Anita and 2202-4 Smith St.

Tex., Houston—O. C. Wiemer erect \$18,250, 2-story, brick veneer apartment house at 4718 Bell.

Tex., Houston—Jesse H. Jones, Goggan Bldg., has plans by John F. Staub, Archt., Second Nat'l Bank Bldg., for construction and finishing of entire 16th floor of Lamar Hotel, Main and Lamar Sts., to be occupied by Mr. Jones as elaborate apartment; 14 rooms and 6 baths.

Tex., Midland—Joseph T. DeGrazier, owner of Kermit Hotel, plans 65-room, annex.

Tex., Midland—E. H. Norton plans \$35,000, 30-room, brick and reinforced concrete hotel building.

Tex., Mount Pleasant—Jefferson Hotel plans remodeling and addition; brick and reinforced concrete, clay, tile floors, new steam heating plant; address the Propr.

Tex., Temple—Frank Doering, Temple, and William C. Witt, 3308 Oak Lawn St., Dallas, offering to build 100-room hotel if town takes \$30,000 in preferred stock.

W. Va., Huntington—Albert Phillips, 710 Gill St., erect \$14,000, 2-story, brick, 12-room apartment house at N. W. cor. 12th St. and 12½ Alley.

### Miscellaneous

Ala., Birmingham—Martin Dillon, Jr., 2625 31st Ave., N., erect \$10,000 funeral home at 26th st. and 35th Ave., North.

Ala., Selma—Dr. J. A. J. Brock, orphanage secretary of Alabama and North Alabama Methodist Conferences, announced plans to refurbish and renovate Administration Building at Methodist Orphanage, cost \$15,000; considering plans for vocational school building.

Ark., Mountain View—John Kislig, Paris, Mo., donated 120-acre tract for children's home; Edward J. Serguine, Supt.

D. C., Washington—R. F. Hatcher, Insurance Bldg., erect \$23,000, 1-story, brick and stone library building at 3811-17 Livingston St., N. W.

Fla., Homasassa—Col. E. N. Bradley organizing rod and gun club on Homasassa River; timber and stucco, 2-story clubhouse.

Fla., New Smyrna—Sons of Leisure and Smyrna Yacht Club each have plans for yacht club buildings.

Fla., St. Augustine—Rosalie James Circle of King's Daughters erect addition to Neil Neighborhood House on Ribiera St.

Fla., Tampa—Friday Morning Musicale, Mrs. C. A. McKay, 800 S. Newport Ave., Chmn. Building Committee, receive bids at once for club home on Horatio St.; \$30,000 auditorium to be built now, club rooms to be added later.

Ky., Newport—Newport Chapter No. 29, Izaak Walton League of America, plans to erect cottages surrounding Berry Lake, Southgate.

La., New Orleans—Bultman Mortuary Service, Inc., A. F. Bultman, Jr., 3338 St. Charles St., selected Favrot & Livaudais, Ltd., Hibernia Bank Bldg., prepare plans for 2-story, brick mortuary building and garage on City Park Ave.

La., New Orleans—Weiss, Dreyfous & Seifert, Archts., Maison Blanche Bldg., placed plans and specifications on market for sub-contract bids for 1-story, brick and stone Casino Building, Dryades St., for Alberto Vales, Citizens Bank Bldg.; convert present building into gymnasium and add 60x48 ft. casino with 40x16 ft. swimming pool.

Md., Bowie—Southern Maryland Agricultural Assn., care James F. O'Hara, Hilton Court Apt., Baltimore, reported, will rebuild grandstand, bleachers, judges' stand and clubhouse at Bowie Race Track, burned at \$100,000 loss.

Mo., Cape Girardeau—Walther Furniture & Undertaking Co., care Tony Hohler, plans early construction of brick and reinforced concrete funeral home, S. E. cor. N. Middle and Bellevue Sts.

Mo., Springfield—Chamber of Commerce, John S. Farrington, Pres., will take over old Springfield Club, plans improvements.

Okla., Tulsa—Colonial Country Club, S. M. Bell, Alexander Bldg., Chmn. Building Committee, has plans in progress by L. E. Blue, Mayo Bldg., for \$35,000, frame and stone, 3-story, Colonial type building; include ballroom, balcony and basement. 5-19

Okla., Tulsa—W. Bishop of K. C. Provision & Supply Co., 119 S. Boston St., remodel building at 15 E. Third St., for restaurant; \$100,000.

Tenn., Townsend—Paul Moundcastle elected president and Sam T. Broyles, Maryville, vice-president of new Laurel Lake Club, planning \$200,000 country club on 1300-acre site near Townsend; plans include 18-hole golf course, 600-ft. dam, community casino or clubhouse, riding academy, etc.

Tex., Galveston—Rowan's County Club start work on clubhouse; consist of dance hall, dining room, kitchen and 2 locker rooms.

Tex., San Antonio—E. B. Caruth, Vice-Pres. Standard Trust Co., purchased Beethoven Hall, 418 S. Alamo St.; expend \$60,000 for new theater front and other improvements; cut 21 ft. from front in widening of street.

Tex., San Antonio—Hamilton & Stout, Medical Arts Bldg., purchased site at St. Marys and Travis Sts., plan business development.

Va., Richmond—W. W. Foster, 112 N. 9th St., purchased lot on Race St., will build new home for photography studio.

### Schools

Ala., Electra—Parent-Teacher Assn., Mrs. C. D. Hardin, Pres., raising fund for purchase of lot, for new grammar school; planning annex for vocational home economics department.

Ala., Mobile—Mobile County Board of Education opened bids for erecting Irvington-St. Elmo district school and Wheelerville district school; Strauss-Curley Construction Co., low bidder on former, and J. W. and P. G. Barter, 65½ St. Francis St., low on other. 6-2

Ark., Fayetteville—Board of Education receives bids June 18 for \$20,000 annex to high school; 44x84 ft., 6 rooms.

Ark., Little Rock—D. T. Henderson, Supt. Pulaski County Board of Education, announced 6 rural districts in Pulaski County will erect buildings this summer at total cost of \$100,000; Scott and Mabelvale districts each build 12-room, stone or brick high schools, Halstead and Roland districts 4-room schools, and Special Schools Districts Nos. 11 and 21 erect 3-room buildings.

Ark., Okolona—School Board soon start work on 1-story, 7-room, brick veneer school building; asbestos shingle roof, heating plant; plans by C. N. Hirst, State Building Supvr., Little Rock.

Ark., Texarkana—Board of Trustees of Special School District of Texarkana, Will Steel, Pres., receives bids June 15 for addition to Fairview School, remodeling Central School, and water and sewer line to College Hill school; Witt, Seibert & Halsey, Archts.

Fla., Stuart—Martin County Board of Public Instruction call elections first part of July on \$250,000 bonds in District No. 2, which include Stuart, and on \$21,000 bonds on District No. 3, which includes Olympia; probably erect \$235,000 addition to High School.

Ga., Decatur—Southwest School District of DeKalb County, Paul F. White, Sec., voted \$65,000 bonds; erects high school near Panthersville and 2 grammar schools.

Ga., Fargo—Clinch County Board of Education, J. O. Rodgers, Supt. of Schools, Homerville, receives bids June 20 for 1-story, frame school building; brick piers foundation, wood floors, shingle roof; Greer & Biggers, Archts., Barnett Bank Bldg., Jacksonville, Fla., and Valdosta, Ga. See Want Section—Building Materials and Equipment.

Ga., Hoboken—Hoboken Consolidated School District defeated \$20,000 school bonds; A. M. McCool member Board of Trustees. 6-26

Ga., Valdosta—Emory University, Harvey W. Cox, Pres., Atlanta, will have a Junior College located on 40-acre tract in suburbs of Valdosta, to be built and endowed by citizens; W. H. McKey, Mayor, and J. R. Disher, Pres. Chamber of Commerce, promoting; Asa G. Chandler Sr., Atlanta, Pres. Board of Trustees; \$15,000, 3 stories, brick and reinforced concrete; Ivey & Crook, Archts., Atlanta.

Ky., Independence—Kenton County Board of Education, W. V. Mills, Supt., receiving new bids on 12-room school building; C. C. & E. A. Weber, Archts., 1406 Ingalls Bldg., Cincinnati, Ohio. (Recently reported to open bids June 4.) 5-26

Ky., Owensboro—Board of Education, J. L. Foust, Supt., considering constructing building to replace Longfellow School in South Frederica St.

Ky., Owensboro—Davies County Board of Education, J. W. Snyder, Supt., receiving bids

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

for \$10,000, 5-room, brick veneer building in Mosleyville community.

La., Alexandria—State Industrial School for Delinquent Girls, W. T. Mayo, member of Board, Shreveport, have plans in 30 days for first unit of school near Alexandria; J. W. Smith & Associates, Archts., Ouachita Bank Bldg., Monroe. 4-14

La., Baton Rouge—Favrot & Livaudais, Archts., Hibernia Bldg., New Orleans, receive bids June 21 for 2-story, brick and cast stone trim school building for State Institute for the Blind; reinforced concrete foundation, composition roof, plastered interior, wood floors.

La., Bonita—Morehouse Parish School Board, Bastrop, receives bids June 24 for \$35,000, 1-story school building; plans and specifications from J. W. Smith & Associates, Archts., Ouachita Bank Bldg., Monroe; following contractors received plans and specifications, propose to bid: Crutchfield & Jessus Construction Co., Camden, Ark.; Calhoun & Parker, Goodwin & Blane, A. G. McBridge and W. F. Rogers, all Bastrop; W. C. Salley, Ouachita Nat. Bank Bldg., Monroe; Brashear & Ruddell, Tallulah. 3-24

La., Lafayette—Christian Brothers receive bids until July 2 for \$75,000, 2-story, brick De La Salle Normal School building; contain classrooms, chapel and rectory; tile and composition roof, face and rough brick exterior, plastered interior, steam heat; plans and specifications from William R. Burk, Archt., 410 Balter Bldg., New Orleans. 5-12

La., Logansport—De Soto Parish School Board, Mansfield, probably call bond election for high school annex.

La., New Orleans—Newcomb College instructed Diboll & Owen, Archts., Interstate Bank Bldg., prepare plans for 3-story, brick and stone trim, fireproof dormitory; tile roof, plastered interior; basement for mechanical equipment.

Md., Baltimore—School Board and Bernard L. Crozier, Ch. Engr. of Baltimore, approved program of Charles H. Osborne, head of Bureau of Buildings, for installation of heating plants in following schools: No. 15, Carrollton Ave. and Saratoga St.; No. 32, Guilford Ave. and Lanvale St.; No. 68, Millington Lane and Lehman St.; No. 79, Park Ave. and Hoffman St.; No. 101, branch school, Orleans St. near Bond; No. 101, annex.

Md., Upper Marlboro—Prince Georges County Board of Education sold \$275,000 bonds, preparing to let contracts for new schools and additions.

Miss., Blue Mountain—Palmer Consolidated School District voted \$10,000 bonds for teachers and administration building; address Board of Trustees. 5-26

Miss., Blue Mountain—Walter R. Nelson, Archt., Shrine Bldg., Memphis, Tenn., supervising preliminary work on \$100,000, fireproof dormitory provided through gift of Field Co-operative Assn., B. B. Jones, Pres. 4-28

Miss., Fayette—School Board, R. A. Owen, Pres., open bids about July 1 for \$45,000, 2-story brick and frame, 75x109 ft. school building; reinforced concrete foundation, wood floors, composition roof, vacuum steam heating; Emmett J. Hull, Archt., Merchants Bank Bldg., Jackson. 6-2

Miss., Meridian—Ponta, Concord and Harvey schools will consolidate. Address Lauderdale County Board of Education.

Miss., Mississippi City—School Board, D. R. Coon, Sec., receives bids June 29 for 2-story annex to High School; separate proposals on plumbing, heating and electrical work; plans and specifications from J. H. Wallis, Archt., Gulfport.

Mo., Columbia—Sacred Heart Catholic Church will erect \$20,000 parochial school on site of present building, Waugh St.

Mo., Joplin—Board of Education, Roy Breazeale, Sec., will furnish site for building for automobile department; business men offered to subscribe funds.

N. C., Asheville—School Board, W. L. Brooker, Supt., planning to enlarge school buildings; cost \$200,000; include 4 rooms and auditorium at Park Ave. school, 6 rooms at Eugene Rankin School, 4 rooms at Vance School, new 8-room colored school on Burton St.

N. C., Ahsokie—School Board, W. L. Curtis, Chmn., will borrow \$75,000 from Hertford County Commissioners, Winton, for new school building.

N. C., Asheville—Mrs. Mary S. Boyd, Indianapolis, Ind., will build \$50,000 to \$60,000 chapel in memory of William Spencer Boyd on campus of Asheville School. Howard Bement, headmaster; Thomas Hibben, Archt., 124 E. 4th St., New York.

N. C., Charlotte—Board of School Commissioners, H. P. Harding, Supt. of Schools, will delay construction of proposed \$200,000 Fourth Ward Junior High School, for at least another year; plans drawn by Lockwood, Greene & Co., Johnston Bldg.; consider addition to either Piedmont or Alexander Graham Junior High Schools, and auditorium at Fourth Ward grammar school. 6-9

N. C., Charlotte—Mecklenburg County Board of Education has tentative building estimate calling for new rooms at Long Creek school, \$12,000; Paw Creek school, \$15,000; Huntersville, \$20,000, and Cornelius, \$30,000.

N. C., Greensboro—E. P. Wharton, Room 501 American Exchange Natl. Bank Bldg., Chmn. of Committee named by Guilford County Board of Education, consider site for High School building.

N. C., Kinston—Lenoir County School Bd. considering erecting negro school building; cost \$50,000 to \$75,000.

N. C., Newton—Catawba County Board of Education has plans in progress by Q. E. Herman, Archt., Hickory, for Ball's Creek Consolidated School building, on Highway below Newton.

N. C., Pink Hill—Lenoir County Board of Education, Kinston, and Duplin County Board of Education, Kenansville, will erect \$20,000 school near county line.

Okl., Knowles—Town voted \$22,000 bonds for new school building; address School Board.

Okl., Oklahoma City—Board of Education, George Stealy, Sec., has plans in progress by Layton, Hicks & Forsythe, Braniff Bldg., for Harmony and Gatewood school buildings.

Okl., Oklahoma City—Oklahoma City University, Dr. Eugene M. Antrim, Pres., named R. T. Stuart, chmn. of committee to take charge of construction and determine size and plans for \$150,000 fine arts building. 5-19

Okl., Sand Springs—Board of Education receives bids June 25 for \$20,000, 1-story, brick, stone and concrete school building; concrete foundation, yellow pine floors, asphalt roof; A. J. Love & Co., Archts., Lynch Bldg., Tulsa. See Want Section—Building Materials and Equipment. 6-9

S. C., Leesville—South Carolina Synod of United Lutheran Church floated \$130,000 bond issue to retire present indebtedness of Newberry College, erect administration building on campus of Summerland Division, at Leesville, make other improvements.

S. C., Spartanburg—Board of School Trustees, Dr. A. D. Cudd, Chmn., plans to erect gymnasium addition to high school; also be used as auditorium when needed.

Tenn., Knoxville—Board of Education, L. H. Spilman, Pres., rejected all bids for erecting Claxton and Giffin school buildings; Barber & McMurtry, Archts., General Bldg., altering plans. 6-9

Tenn., Knoxville—Dr. H. A. Morgan, Pres. University of Tennessee, announced Board of Trustees planning new physics and zoology building at Knoxville, new unit for medical college at Memphis, and consolidation of Martin College, West Tennessee, with the University; legislature voted \$2,500,000 and bonds for first annual \$500,000 building fund will soon be sold; County Court will issue \$300,000 bonds for purchase of W. Cumberland Ave. property as site for Knoxville building. 2-24

Tenn., Memphis—University of Tennessee medical college. See Tenn., Knoxville.

Tenn., Nashville—Vanderbilt University board of trust, Chancellor James H. Kirkland, member, announced expenditure of \$1,000,000 for additional buildings; include building for biology department, classroom building, and structure for physics and geology; each 3 stories and basement; Henry C. Hibbs, Archt., American Trust Bldg.

Tex., Albany—School Board of Albany Independent School District will call \$50,000 bond election for school building; W. O. Willingham, Supt. of Schools.

Tex., Berger—Berger Independent School District voted \$200,000 bonds for 3 brick grade schools; address Board of Trustees.

Tex., Brenham—Board of Trustees Brenham Independent School District, J. L. Chappell, Sec., opened bids for erecting high school building; Frank Barron, 121 W. 7th St., Austin low bidder at \$118,500; Giesecke & Harris, Archts., 207 W. Seventh St., Austin. 6-2

Tex., Brownsville—Board of Education, F. E. Stark, soon call for bids on \$350,000, 2-story, reinforced concrete, brick, stone trim high school building; bonds recently voted;

Phelps & Dewees, Archts., Gunter Bldg.; B. & Robt. M. Ayres, Asso. Archts., Bedell Bldg., both San Antonio. 5-26

Tex., College Station—Board of Directors of Agricultural & Mechanical College, S. G. Bailey, Sec., rejected all bids for constructing 2 new dormitories, open new bids on July 4; Henry Norton June, College Archt. 4-21

Tex., Dayton—Board of Education soon have plans for \$125,000, 2-story High School building; 9 classrooms and auditorium.

Tex., El Paso—School Board opened bids for 1-story, 60x131 ft., brick and reinforced concrete school; L. D. Merritt, De Leon, low bidder at \$30,000; R. S. Glenn, Archt., El Paso. 5-19

Tex., Floydada—Harmony Community voted \$10,000 bonds for brick rural school building. Address Floyd County Board of Education.

Tex., Houston—Harry D. Payne, Supv. Archt. for Houston Independent School District, completing plans for addition to Lamar school at 2201 Chesnut St.; 2 classrooms, auditorium, cafeteria and playroom.

Tex., Houston—Board of Education Houston Independent School District, H. L. Mills, Business Mgr., P. O. Box 1226, receives bids June 17 for alterations and additions at Lamar School, Chestnut St.; plans and specifications from Supvg. Archt., 1600 Washington Ave.

Tex., Huntsville—Sam Houston Teachers' College will remodel building for religious and social center.

Tex., Laredo—School Board soon have completed plans by John M. Marriott, Frost Nat. Bank Bldg., San Antonio, for 2-story, 8-room Ward school; brick walls, wood floors.

Tex., Nevada—Lindsey & Kilmer, Archts., Greenville, preparing plans for rebuilding school destroyed by tornado.

Tex., Pharr—San Juan—Pharr-San Juan Independent School District, care Lee Stambaugh, San Juan, voted \$200,000 bonds; plans in progress for \$50,000, 8-room and auditorium Mexican Grammar School and 4-room additions to schools at Pharr and San Juan, cost \$25,000 each; concrete, hollow tile and stucco; Harvey P. Smith, Archt., Nat. Bank of Commerce Bldg., San Antonio.

Tex., Port Arthur—School Board, R. L. Rutan, Vice-Pres., planning school building program to extend over 3 or 4 years; include new junior high in connection with present senior high, elementary school west of DeQueen school, first unit of new school at Port Acres, central unit for senior high, etc.

Tex., Quanah—School Board considering erecting 7-room building, replace Horace Mann school on north side, recently burned.

Tex., Rock Springs—Rock Springs Independent School District, Lon Smart, Pres. School Board, receives bids June 20 for \$40,000, 2-story, stone High School building; Will N. Noonan Co., Archts., Builders Exchange Bldg., San Antonio. 6-9

Tex., San Antonio—St. Mary's College, West End, has preliminary sketches by Leo M. J. Dielman, 306 E. Commerce St., for \$80,000, 2-story, 12-room Science Building and \$100,000, 1 and 2 story, 180x120-ft. gymnasium; reinforced concrete, brick, stucco, cast stone.

Tex., Wichita Falls—Wichita Falls Independent School District voted \$250,000 bonds; W. W. Brown, Sec. Board of Education. 5-19

Va., Front Royal—Randolph-Macon College, Dr. D. R. Anderson, Pres., contemplates erecting library building.

Va., Richmond—Miss Eleanor Temple Knox, Pres. of alumnae, heading committee planning to erect home for Miss Virginia Randolph Ellett, principal of former Virginia Randolph School for Girls, and founder of St. Catherine's School, Westhampton; first floor for little theatre and library, apartment above.

Va., Salem—Roanoke College, Dr. Charles J. Smith, Pres., announced building program to include science hall and gymnasium, cost \$300,000 to \$400,000.

Va., Woodstock—Masanutten Military Academy, Dr. A. M. Gluck, Martinsburg, W. Va., Pres. Board of Trustees, launched campaign to raise \$150,000 for increasing facilities; construct swimming pool as first unit of program.

## Stores

Ala., Birmingham—Ploser-Knecht Flour and Grain Co., 1500 Ave. B, erect \$25,000 store at 15th St. and Second Ave. South.

D. C., Washington—John Frenley erect \$13,000, 2-story, brick store building at 2027 Nichols Ave., S. E.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

D. C., Washington—T. A. Jameson, 906 New York Ave., N. W., erect three 1-story, brick stores, 427-31 Fifteenth St., N. E., \$18,000.

Fla., St. Petersburg—John B. Green of Green & Richman, 689 Central Ave., announced plans in progress for brick and concrete block, 200x58-ft. business block, Third St. and First Ave. North; Carl Gregory and J. A. Ingram, Archts.

Ga., Atlanta—J. J. Haverty, 22 Edgewood Ave., erect \$17,000, 2-story brick store at 216 Edgewood Ave.

Ga., Atlanta—J. Bulow Campbell, 161 Andrews Drive, Pres. of Majestic Corp., announced part of Majestic Hotel property on Peachtree St. leased to S. and W. Cafeteria, Charlotte, N. C., will raze present structure and replace with 2-story store building.

Md., Baltimore—P. Frederick Obrecht, 1123 Light St., will erect building at 1124-8 Light St., to be leased by F. W. Woolworth Co., Woolworth Bldg., New York; plans by Woolworth Co.

Miss., Blue Mountain—Lee Godwin, Pres., Bank of Blue Mountain, will erect store building.

Mo., Kansas City—Harzfeld's 11th and Main Sts., has plans by William R. Bovard, Orear-Leslie Bldg., for arcade entrance to store.

N. C., Charlotte—Mrs. Paul H. Allen, 200 Roswell Ave., Myers Park, and Mrs. J. J. Akers, 9 Queens Rd. W., erect \$25,000 store building at 504 East Ave.

N. C., Greensboro—J. C. Bishop will erect 187x100-ft. store building at N. Elm and Bishop Sts.

N. C., Hickory—Bohannon & Riddle have plans in progress by Q. E. Harman for six 2-story buildings on Trade St.; \$30,000.

Tenn., Chattanooga—Abe Shoenig, 266 Main St., leased property adjoining; will remodel for store.

Tenn., Johnson City—T. A. Cox and W. F. Carter razing Western Hotel, Buffalo St. and Wilson Ave., replace with business block.

Tenn., Nashville—B. Kirk Rankin, 1523 Broad St., erect \$15,000, 1-story, brick, fireproof building at 1519 Broad St.

Tex., Dallas—Morten Investment Co., Jefferson Hotel, E. W. Morten and Charles A. Mangold, purchased property on north and south sides Pearl St., between McKinney Ave. and Cedar Springs Road; plans to improve.

Tex., Fort Worth—Winfield Scott Estate, Farmers and Mechanics Bldg., has permit for \$185,000 brick and stone store at Eighth and Main Sts.

Tex., Houston—Victory-Wilson, Inc., Frank L. Holton, Mgr., 419½ Main St., will remodel old Kiesling Building.

Tex., Quanah—J. E. Woolbright purchased Guthrie building; will remodel.

Tex., Sweetwater—Levy Brothers soon start work on \$35,000 addition to store building; second story for offices, brick, timber joists, built-up roof, pine floors; Page Brothers, Archts., Austin Natl. Bank Bldg., Austin.

Tex., Wichita Falls—Mytinger & Walker, Harvey-Snyder Bldg., erect \$20,000 brick business house at 1506 Eleventh St. and \$3000 residence and garage at 1716 Victory St.

Va., Richmond—Atlantic and Pacific Tea Co. enlarge store on Chamberlayne Ave. and erect new store at Mosby and Reed Sts.

W. Va., Huntington—Anderson-Newcomb Co., W. B. Anderson, Jr., Vice-president, 929 Third Ave. expend \$30,000 in remodeling store building.

## Theaters

Ala., Muscle Shoals—Tony Sudekum, Pres. of Crescent Amusement Co., Nashville, Tenn., has plans in progress by Marr & Holman, Stahlman Bldg., Nashville, for \$100,000, Spanish type, fireproof theatre building.

Fla., Groveland—P. B. Ruggles interested in erection of \$10,000 motion picture theater.

Md., Baltimore—James L. Kernan Co., Frederick C. Schanberger, Pres., announced vaudeville theater to seat 3200 and replace Maryland Theater, is contemplated for near future; site not selected.

N. C., Winston-Salem—Piedmont Amusement Co., Auditorium Bldg., has permit to construct balcony in Pilot Theater; \$10,000.

Tex., Albany—Frank Whitney erect \$30,000, 50x125-ft. theater building on Main St.

Tex., Harlingen—Valley Theaters, Inc., Jack Pickens, Vice-Pres., soon start work on \$150,000 Acadia Theater Building on Van Buren St.; seating capacity 1600; Birger Elwing, Archt.

## Warehouses

Ala., Birmingham—S. C. Klyce erect \$10,000 warehouse on Fifth Ave. North.

La., New Orleans—Southern Pacific Railroad, R. W. Barnes, Ch. Engr., Southern Pacific Bldg., Houston, Tex., receives bids until June 13 for 2-story, 370x55-ft., concrete, steel, brick and art stone trim fruit warehouse on S. Front St. at Julia St.; corrugated iron roof, concrete foundation, concrete stairs.

N. C., Reidsville—John C. Hutcherson, Winston-Salem, and John N. Watt, Reids-

ville, will operate leaf tobacco warehouse to be built at S. Scales and Williams St.

Tex., Coleman—J. W. Crawford & Son plan 84x85 ft., brick and concrete wholesale building.

Tex., Fort Worth—Johns Supply Co., wholesale plumbing supplies, 231 W. 13th St., start work Jan. 1 on \$40,000, 1-story, 100x200 ft. building, Daggett and Summit Aves.

Tex., McAllen—Crane Co., 836 S. Michigan Ave., Chicago, Ill., wholesale plumbing and steam-fitting supplies, will erect building on N. Commerce St.

## BUILDING CONTRACTS AWARDED

### Association and Fraternal

Fla., Bartow—Tuscan Lodge No. 6, F. & A. M., let contract for \$60,000 temple to Rutt King Construction Co., Marble Arcade Bldg., Lakeland, on cost plus basis; brick, 3 stories, 50x102 ft., rein. concrete foundation; furnishings, equipment, etc., \$5000; Elton J. Moughton, Archt., First Nat. Bank Bldg., Sanford; electrical work, C. O. Smith, Bartow; plumbing, J. E. H. Dorsett, 111 S. Florida St., Lakeland. See Want Section—Building Materials and Equipment. 6-9

Fla., Bartow—Ancient Free and Accepted Masons, H. G. Taylor, Chmn. Bldg. Comm., let contract for \$85,000 temple to King Construction Co., Lakeland; brick, 2 stories, 48x60 ft.

Tex., Wichita Falls—Independent Order of Odd Fellows let contract for \$40,000 store and lodge building to Naylor-Collins Co., Inc.; brick and stone, 3 stories, 100x50 ft.; Pate & Thompson, Archts., 1005 City Nat. Bank Bldg. 5-10

Tex., Wichita Falls—Temple Lodge No. 635, A. F. & A. M., let contract for \$75,000 addition to temple to H. J. Naylor, 3000 Grant St.; brick and rein. concrete, 3 stories, 50x100 ft., wood and concrete floors, concrete foundation, tar and gravel roof; furnishings, equipment, etc., \$10,000; Voelcker & Dixon, Archts., 4 Kahn Bldg.; plumbing, fixtures, Wichita Hardware Co.; painting and decorating, Chas. E. Watson; plumbing and heating, Monerief Heating Co.; wiring not let. 5-12

### Bank and Office

Ala., Anniston—First National Bank, W. H. Weatherly, Pres., let contract to remodel building to Smallman-Brice Co., 1109 Ave. E., Birmingham; vaults and equipment, Mosler Safe Co., Hamilton, O.; fixtures, Crueger Manufacturing Co.; cost \$75,000; Wm. Leslie Welton, Archt., 1905 Amer. Trust Bldg., Birmingham. 4-28

Fla., Tallahassee—Exchange Bank let contract to W. P. Thurston Co., Inc., King and Malaga Sts., St. Augustine, for \$100,000 bank and office building; rein. concrete frame, 6 stories, 40x76 ft., Ruberstone and cement floors, concrete foundation, Johns-Manville built-up 10-yr. roof; Edwards & Sayward, Archts., Candler Bldg., Atlanta, Ga. See Want Section—Building Materials and Equipment. 6-9

Miss., Brookhaven—First National Bank let contract at \$25,324 to L. McDavitt, Brookhaven, for alterations and additions to building; Chas. Wenar & Co., Equipment Engrs., Marine Bank Bldg.; B. S. Merrill, Const. Engr., 511 Hibernia Bldg., both New Orleans. 5-26

Miss., Pass Christian—Hancock County Bank and Trust Co., Bay St. Louis, Miss., let contract at \$32,700 to Geary-Oakes Co., Inc., Queen and Crescent Bldg., New Orleans, La., for rein. concrete and brick bank and office building; fireproof, 2 stories, 37x70 ft., tile and composition floors, rein. concrete foundation, composition roof; Wm. T. Nolan, Archt., 1026 Canal Bank Bldg.; bank fixtures, Riecke Cabinet Works, 4201 Tulane St., \$13,638, both New Orleans; low pressure steam heating and plumbing, A. B. Hayden Co., Inc., Pass Christian, \$4200. 5-19

Mo., St. Louis—Central National Bank let contract to Hercules Construction Co., Wainwright Bldg., for \$30,000 elevator enclosure; Chas. Deitering, Archt., 1320 Central Nat. Bk. Bldg. 6-2

Mo., St. Louis—Dr. F. C. Esselbruegge, 3736 N. 11th St., let contract for brick office building, 11th and N. Park Place, to Aug. Winkle & Son, 1801 N. Leffingwell St.; 1 story, 30x40 ft., composition roof; Hoener, Baum & Froese, Archts., 3605 Laclede Ave. 5-12

Mo., St. Louis—Leschen & Sons Rope Co., Hamilton and Kennerly Sts., alter 3-story office building, 5939 Kennerly; cost \$35,000;

Trueblood & Graf, Archts., Chemical Bldg., Humes-Deal Co., Contr., 1416 Syndicate Tr. Bldgs.

Tex., Wichita Falls—Mosher Steel & Machinery Co., 900 S. Austin St., Dallas, has steel frame contract for 2 additional stories to \$1,250,000 Hamilton Bldg. under construction; Bryan & Sharp, Archts., Athletic Bldg., Dallas; Jim Harrison, Contr. 4-28

### Churches

Ala., Birmingham—Handley Memorial P. E. Church let contract to Chas. W. Hall Co., 5018 N. First Ave., for brick, concrete and tile auditorium, N. 13th Ave. and 25th St.; 2 stories and balcony, 52x70 ft., slate roof, steam heat; P. S. Mewhinney, Archt., 1014 Woodward Bldg.

Ala., Mobile—Spring Hill Avenue M. E. Church, South, Rev. Ernest A. Childs, Pastor, erect brick and stone auditorium by day labor, R. E. Sundberg, Constr. Supervisor, 150 Water St.; 1-story, balcony and basement, slate roof, brick and stone; Brodie & Sherman, Archts., 1316 Age-Herald Bldg., Birmingham. 5-26

Ark., Little Rock—Central Christian Church, E. O. Bagley, Chmn., Bldg. Comm., 3800 Hill Rd., let contract to Carter & Carter, 1201 Dennison St., for \$45,000 brick addition; 2 stories, J. Elmore Wiggins, Archt., Home Insurance Bldg.; plumbing, Plumbing and Heating Co., El Dorado. 4-28

Fla., Jacksonville—Jacksonville Jewish Center, Harry Finkelstein, Pres., 633 W. Bay St., let contract to S. S. Jacobs, City Realty Bldg., for \$110,000 first unit of \$250,000 community center, Silver and W. Third Sts.; F. A. Harris, Archt. 1-27

Fla., Tampa—Spencer Memorial Baptist Church, Dr. W. P. Head, Pastor, erect Sunday School annex; 8 classrooms, primary dept.; work by volunteers.

Fla., Wauchula—First Christian Church remodeling and enlarging building, Eighth Ave. and Orange St.; enlarge main auditorium, 5 new classrooms; H. G. Little, Archt.; Ed Windsor, Contr.

La., Alexandria—First M. E. Church, South, will probably let contract at \$117,932 to Sandquist & Snow, Inc., Haas Bldg., for Sunday school; brick, steel joists, Barrett specification roof, limestone trim, 1-plate steel deck roof, 3 stories, 85x95 ft., edge grain pine floors, rein. concrete foundation, gas-steam radiators; C. Errol Barron, Archt., Haas Bldg.; wiring let to Bres Electric Co.; plumbing, Stephenson's, Inc., 1506 Texas Ave. 6-9

Mo., Gainesville—Christian Church, erect concrete building; Burk Bros., Contrs.

Mo., St. Louis—St. Luke's R. C. Church, Richmond Heights, Rev. J. A. McMahon, Pastor, plans \$175,000 building, Dale and Bellevue Aves.; Study & Farrar, Archts., Arcade Bldg.

Mo., St. Louis—Immanuel E. L. Church started work on \$85,000 English type building, Marcus and Lexington Aves.; Hoener, Baum & Froese, Archts., 3605 Laclede St.

Okla., Fairfax—Methodist Church let contract for \$35,000 building to Walter Shupe; heating and plumbing, Marlar-Crandall Co., \$2400; community hall, classrooms; Smith & Senter, Archts., Commerce Investment Bldg., Okmulgee. 5-19

Okla., Mangum—Presbyterian Church let contract at \$17,000 to C. A. Stubbs for brick and stone building; 1 story and basement; Clay Riggins, Archt.

Okla., Oklahoma City—Oklahoma Sash & Door Co., 8 E. Grand St., has millwork contract for \$30,000 Sunday school for Trinity Baptist Church; heating and plumbing, Geo. M. Harroll; wiring, Arnold & Wetherbee, Inc., 116 N. Broadway; steel, J. B. Klein Iron & Foundry Co., 1006 N. Second St., all Okla. City; stone, Algonite Stone Co., 4606 Chipnaws

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St. St. Louis, Mo.; Hawk & Parr, Archts., 504 Cotton Exchange Bldg., Okla. City. 5-12

Okla., Okmulgee—First Baptist Church let contract to W. R. Grimshaw Co., 401 Kennedy Bldg., Tulsa, for Sunday school; brick, rein. concrete and frame, 4 stories, 68x86 ft., wood floors, concrete foundation, tar and gravel roof; Ed J. Peters, Archt., Shawnee. See Want Section—Building Materials and Equipment. 6-9

Tenn., Cookeville—Church of The Nazarene, Rev. R. E. Cummings, Chmn. Bldg. Comm., erect \$10,000 building; brick, 2 stories, 43x72 ft., cement foundation, composition shingle roof; Homer Jarred, Archt., Walnut St.; owner builds. See Want Section—Building Materials and Equipment. 5-19

Tenn., Sparta—Church of Christ let contract for \$35,000, building to Lee Lumber Co.; brick and cinder tile, 1-story, 50x80 ft., beech floors, brick foundation, Barrett slate with asphalt roof, Marsh 1-pipe vapor heat; Nevins & Oehmig, Archts., Ind. Life Bldg., Nashville, Tenn. 6-9

Tex., Austin—East Avenue Baptist Church, Rev. H. C. Morrison, Pastor, let contract to C. W. Moore, 609 W. 16th St., to erect second story; cost \$40,000.

Tex., Brady—First Christian Church let contract to H. H. Richards for \$30,000 stucco building; rein. concrete foundation, tin roof; furnishings, equipment, etc., \$8000; L. Harrington Co., Archt.-Engr., Bldrs. Exchange, San Antonio. 6-9

Tex., Dallas—Protestant Episcopal Church of Incarnation let contract to A. J. Rife, 614 Largent St., for \$85,000 parish house as first unit of \$300,000 building, McKinney and Terrell Sts.; brick and fireproof cement, cement and hardwood floors, concrete foundation, slate roof; Lang & Witcheil, Archts., Amer. Exchange Bank Bldg.; gas steam heating and plumbing, Dallas Plumbing Co., 2425 McKinney St.; electrical work, England Electrical Shop, 1901 Elm St.

Tex., Gainesville—Dixon Street Christian Church let contract for \$40,000 building to W. L. Morris; brick and rein. concrete, 2 stories, 70x85 ft.; Fonzle E. Robertson, Archt., 1609 Republic Bank Bldg., Dallas.

Tex., Houston—Heights Christian Church, 17th St. and Heights Blvd., has completed foundation of \$35,000 rein. concrete, frame and brick veneer building; 3 stories, 66x95 ft., pine floors, composition roof, gas-steam heat; C. N. Nelson, Archt., 1017½ Eagle Ave.; P. H. Fredericks, Contr., 1820 Courtland St. 5-28

Tex., Mission—Roman Catholic Church let contract to J. E. Walsh for \$40,000 auditorium and \$15,000 parish house; brick; A. M. Longoria, Archt.

Tex., Tyler—East Tyler Methodist Church, Rev. A. J. McCary, Pastor, erecting \$25,000 building.

Va., Norfolk—Park Place Baptist Church let contract to Johnson Construction Co., Law Bldg., for \$50,000 Sunday school; brick, stone trim, 3 stories and basement, 28 classrooms, 7 departmental auditoriums, large auditorium seat 1300; Rudolph Cook & Van Leeuwen, Archts., Arcade Bldg. 6-9

Va., Richmond—Calvary Baptist Church, Rev. Howard C. Lane, Pastor, let contract to John E. Dix & Son for \$70,000 auditorium, Westhampton and Dooley Aves.; basement completed; Colonial type, brick; seat 1000.

W. Va., Huntington—Henry Pilcher's Sons, 918 Mason St., Louisville, Ky., installing \$20,000 pipe organ in Johnson Memorial Church, South.

### City and County

Mo., Lewistown—Lewis County Board of Commrs., W. H. Roberts, Clk., Monticello, erect \$50,000 county home near Lewistown; brick and rein. concrete, 2 stories and basement, 57x70 ft., Ludwig Abt., Archt., Riegel Bldg., Moberly; W. R. Odor, Contr., Canton; electrical work, Platt Electric Co., Columbia; heating and plumbing, P. L. Mudd, Shelbyville.

Tex., Beaumont—City let contract to McDanel Bros., Kyle Bldg., for \$85,000 central fire station; steel frame, Orange Car and Steel Co., Orange; rein. concrete, steel, brick, stone trim, 2 stories, plumbing, Ed. E. Eastham, 350 Fannin St.; electrical work, Thompson-Lockhart Electric Co., 794 Pearl St.; rein. concrete, steel and brick, stone trim, 2 stories; Livesay & Wiedemann, Archts., San Jacinto Life Bldg. 5-28

### Dwellings

Ala., Birmingham—J. S. Marks, 1325 S. 19th St., erect \$20,000 residence, Mountain Brook Estates; Creco-dipt shingles, 2 stories, 35x70 ft., slate roof, tile baths, steam heat;

C. H. McCauley, Archt., 700 Jackson Bldg.; L. E. Ford, Contr., 2117 N. First Ave.

Ala., Birmingham—Warner S. Watkins, Rhodes Court Apts., erect frame residence, Mountain Brook Estates; 31x106 ft., Creodipt shingle roof, steam heat; Sigmund Neselroth, Archt., Ala. Power Co. Bldg.; L. E. Ford, Contr., 2117 N. First Ave.; heating and plumbing, G. C. Worthington, 226 N. 52d Place; wiring, Whisler Electric Co., 419 N. 19th St.

Ala., Birmingham—W. L. Harrison, care L. E. Ford, 2117 N. First Ave., erect residence, Bush Hills; Turner & McPherson, Archts., 1203 Amer. Tr. Bldg.; plumbing and heating, Mason & Dullon, 2019 N. Fourth Ave.; wiring, Whisler Electric Co., 419 N. 19th St.

Ala., Birmingham—Wallace McCaw, 1600 Cahaba Rd., erect frame residence, Mountain Brook Estates; 2 stories, 30x60 ft.; C. H. McCawley, Archt., 709 Jackson Bldg.; L. E. Ford, Contr., 2117 N. First Ave.; G. L. Worthington, 226 N. 52d Place; heating and sheet metal, C. A. Bain, 1704 N. First Ave.; wiring, Whisler Electric Co., 419 N. 19th St.

Ala., Birmingham—Mrs. B. F. Crabbe, 1905 Nelson Ave., erect brick veneer residence, 815 Linwood Rd., Forrest Park; 1½ stories, 46x38 ft., composition roof; Woolard & Lynch, Archts., 2115 N. First Ave.; furnace heat, Holland Furnace Co., 2117 Magnolia Ave.; plumbing, F. R. Heck, 915 N. 19th St.

Ala., Birmingham—Allen Drennen, 1041 S. 42d St., let contract to L. E. Ford, 2117 N. First Ave., for tile and stucco residence, Redmont Park; 2 stories, composition roof, steam heat; Turner & McPherson, Archts., 1203 Amer. Tr. Bldg. 4-21

Ala., Birmingham—Jemison & Co., 221 N. 21st St., let contract for \$100,000 model country dwelling, Mountain Brook Estates, to Lewis Ford; Southern Colonial type, 3 stories, 45x75 ft., oak floors, concrete foundation, slate roof; flagstone court, servants' house, paddock, stables, garage; Warren, Knight & Davis, Archts., Empire Bldg. 4-14

Ala., Cloverdale—J. C. Cowart, 120 Herrow St., erect \$12,000 hollow tile and brick residence, Edgewood subdivision; 1 story; Okel & Cooper, Archts., Bell Bldg.; J. H. Wilson, Contr., 523 Madison Ave., all Montgomery.

Ala., Montgomery—J. L. Fulgum, 420 S. Perry St., erect brick veneer and stucco residence, Sellers sub-division; 1 story; day labor.

Ala., Montgomery—R. A. Yarborough, 51 First St., erect frame residence; 1 story, 43x38 ft., composition roof, hardwood floors, tile bath, Heatrola heating; Richard Ryan, Archt., 800 Monroe St.; day labor.

Ala., Montgomery—E. J. Meyer, 122 Sayre St., erect \$15,000 residence; hollow tile and stucco, 1½ stories, asbestos roof, hardwood floors, tile bath, hot water heat; Frank J. Lockwood, Archt., 119 Adams St.; day labor.

Ala., Montgomery—West Boylston Manufacturing Co., G. Arthur Cook, Treas., Easthampton, Mass., let contract for 100 mill cottages to Batson-Cook Co., West Point, Ga.; Robert & Co., Inc., Engr., Atlanta, Ga.

Ark., Pine Bluff—Union Realty Co. plans 20 bungalows, Memorial Addition, W. Ninth Ave. and Plum St.; total cost \$75,000; 1 under construction.

Ark., Hot Springs National Park—Chas. Weaver erect \$17,000 residence, Little Rock-Hot Springs Highway; brick veneer, 2 stories and basement, 38x37 ft., oak floors, tile roof and bath, hot water heat, frame garage; J. H. Horne, Archt., 825½ Central Ave.; M. V. Helms, Contr., 902 Ward Ave.

Ark., Little Rock—Henry Armistead, 1501 Summit St., erect \$35,000 brick veneer Colonial residence, Edgewood Addition; 2 stories and basement, slate roof, oak floors; Mann & Stern, Archts., A. O. U. W. Bldg.; Schmeltzer & Bush Co., Contrs., 403 Exchange Bank Bldg.

Ark., Little Rock—D. H. Daugherty, 1212 Dennison St., erect brick veneer residence, 5305 Centerwood Rd.; 2 stories, 29x44 ft., concrete basement, cedar shingle roof, garage and servants' quarters; Rieff Lumber Co., Contrs., 212 W. Second St.

Ark., Little Rock—Walter Hall, 1018 Scott St., erect English type tile, veneer residence, Edgewood Addition; 2 stories and basement, oak and concrete floors, Black Vermont slate roof, tile bath; Sanders & Ginochio, Archts., Hall Bldg.; Schmeltzer & Bush Co., Contrs., 403 Exchange Bank Bldg.

Fla., Bunnell—E. H. Lott, Agt., Florida East Coast Rwy., started work on 6-room residence; frame; Kay Bee Construction Co., Contr.

Fla., Groveland—P. B. Ruggles has contract for residence on 40-acre tract near Groveland for Mr. Walker.

Fla., Jacksonville—H. A. Powell completed foundation for \$15,000 brick veneer residence; 2 stories, 41x48 ft., oak floors, concrete foundation, Mission tile roof; E. E. Hall, Jr., Archt., 26 Lancaster Terrace; Neal D. Evans, Contr., 217 Adair Bldg., 216 Main St.; Arcola hot water heating, L. Price; electrical work, P. A. Kelley; plumbing, Geo. Woelcke, 1339 Laura St. 6-2

Fla., Lake City—Max Bohman started work on Colonial type bungalow, W. De Soto and Fourth Sts.; 1 story; Frigidaire, electrical appliances, Heatrola system heat.

Fla., Melbourne—Dr. F. W. B. Dorsey, Rector, Holy Trinity P. E. Church, erecting \$10,000 residence, Third Ave., Indialantic; Keller & Jessup, Contrs.

Fla., Miami Beach—Lee Appleget erect \$14,500 residence, 6039 Alton Rd.; frame and stucco, 43x37 ft., 2 stories, 3 baths; John Bullen, Archt., Exchange Bldg.; owner builds.

Fla., Tampa—C. T. Ansley, 1916 Dekle Ave., let contract to B. F. Walker & Sons, 315½ Franklin St., for \$35,000 residence, S. Newport St.; brick, 2 stories, 52x56 ft., oak floors, slate roof, concrete foundation; F. J. Kennard & Son, Archts., 303 Zack St. 5-28

Ga., Fitzgerald—J. C. Register let contract to G. B. Fry for \$10,000 residence, 805 S. Main St.; brick, 1-story, 30x64 ft., clear oak floors, asbestos roof; Heatrola heat; plans by Contr.; electrical work, Hussey & Bowles; plumbing, Adams Plumbing Co., All Fitzgerald; tiling, Carmichael Tile Co., 142 Ellis St., N. E., Atlanta. 6-9

Ga., Elberton—L. J. Lehotay, Opelika, Ala., has plumbing sub-contract for 46 dwellings for Seaboard Silk Mills; 4, 5 and 6 rooms; Robert & Co., Inc., Engr., Bona Allen Bldg., Atlanta, Ga.; Batson-Cook Co., Contr., West Point, Ga. 6-9

Ga., Montezuma—J. S. Averill, E. K. Montfort and Dr. W. H. Banks each erecting residence.

La., New Orleans—Henry Uthoff, 713 Camp St., erect brick raised residence, Vincennes Place and Gen. Taylor St.; tile roof, oak floors, tile baths and porches, warm-air heat, oil burner; Lockett & Chachere, Archts., Title-Guarantee Bldg.; sub-bids in.

La., New Orleans—E. C. Barker, 3916 Canal St., erect \$16,000 single residence, Versailles Blvd. near Claiborne Ave.; tile roof; Hyman Rabinovitz, Contr., 740 Poydras St.

La., New Orleans—Felix Atouran, 1939 Picheloup St., erect \$11,500 double cottage, Orleans and St. Peters Sts.; Jos. J. Lagarde, Contr., Canal Commercial Bldg.

La., New Orleans—Mr. Pattle erect \$12,000 single residence, Louisiana Ave. Pkwy.; Edwin L. Markel, Contr., 3838 Louisiana Ave. Pkwy.

Md., Baltimore—V. L. Elliott erect \$10,000 frame residence, Greenspring and Greenwood Aves.; 1½ stories, 47x42 ft., slate roof, steam heat; Moffitt & White, Archts., 527 N. Charles St.; G. Walter Tovell, Contr., Eutaw and Monument Sts.

Md., Baltimore—L. B. Purnell, erect \$18,000 brick residence, Bellemore Rd. near Poplar Hill Rd.; 2½ stories, 51x31 ft., slate roof, hot-water heat; C. H. Hebrank, Archt., 3 E. Lexington St.; F. E. Wurzbacher, Contr., 308 Tremore Rd.

Md., Baltimore—David Kleiman, 2429 Eutaw Place, erect 8 brick dwellings, N. E. cor. 15th and Fleet Sts.; 2 stories, slag roofs, steam heat; total cost \$16,000; owner builds.

Md., Baltimore—Marion J. Nasco, 3213 Gwynns Falls Pkwy., erect 12 dwellings, Echodale Ave. near Belair Rd.; 6 in first unit; brick, 2 stories, 16x40 ft., porch fronts, hardwood floors, built-up roofs, tile baths, steam heat; plans and construction by owner.

Md., Baltimore—John J. Hurst, 7 St. Paul St., erect 14 frame dwellings, McCabe Ave. near Ivanhoe Ave., Park Hill and Greenspring Aves., and Parkington Ave. near Clover Rd.; 2 stories, various dimensions, slate roof, steam heat; total cost \$39,500; J. K. Vickers, Archt., 502 Woodlawn Rd.; owner builds.

Md., Baltimore—Jos. E. O'Brien, 8 South St., erect \$15,000 residence and garage, Sheffield Rd., Stoneleigh; 7 rooms and bath; Stoneleigh Corp., Contrs., 104 N. Liberty St.

Md., Baltimore—J. K. Williams & Co., 2019 Frederick Ave., erect 5 brick dwellings, E. side Millington Lane near Frederick Rd.; 2 stories, 74x42 ft., steam heat; total cost \$20,000; J. W. Urey & Son, Archts., 536 N. Arlington Ave.; owner builds.

Md., Baltimore—Young & McEwen erect 3 frame dwellings, 804-08 Evesham Ave.; 2 stories, 22x30 ft., asbestos roof, hot-water heat; plans and construction by owner.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Md., Baltimore—E. L. Peterson erect residence, Wardman Rd., Stoneleigh; Stoneleigh Corp., Contr., 104 N. Liberty St.

Md., Baltimore—David P. Platt, Calverton Apt., erect \$10,000 residence, Tilbury Ave. near Taplow Rd.; brick, 2 stories, 32x39 ft., slate roof, vapor heat; J. W. Wolcott, Archt., 18 E. Lexington St.; Henry T. Sorrell & Son, Contrs., 4112 Kathland Ave.

Md., Baltimore—Jas. C. Byrne, 231 St. Paul Pl., erect 16 brick dwellings, N. side Brighton St. W. of Hilton St.; 2 stories, 14x41 ft., hot water heat; total cost \$32,000; plans and construction by owner; also 14 at S. W. cor. Brighton and Hilton Sts.

Md., Baltimore—Clayton & Lewis, erect 7 frame dwellings, W. side Westfield Ave. S. of Glenmore Ave., 1½ stories, 24x32 ft., hot air heat; total cost \$10,500; Geo. H. Bopp, Contr., 2501 Frederick Ave.

Md., Baltimore—John J. Zenger, erect \$10,000 brick residence and garage, Northway near Underwood Rd.; 2½ stories, 42x54 ft. and 21x10 ft., slate roofs, hot water heat; E. A. Wolfe, 3d, Archt.; owner builds.

Md., Baltimore—Geo. A. Mueller Sons, Quick Ave., Gardenville, erect \$10,000 brick residence, Broxton Rd. near Bellona Ave.; 2½ stories, 34x30 ft., slate roof, hot water heat; Flournoy & Flournoy, Archts., 306 St. Paul St., owner builds.

Md., Baltimore—Chas. M. May, 110 Hawthorne Rd., erect \$10,000 frame residence, Tunbridge Rd. near Springlake Way; 2 stories, 24x35 ft., slate roof, hot water heat; Smith & May, Archts., Calvert Bldg., P. C. Streett Engineering Co., Contr., 404 St. Paul St.

Md., Baltimore—J. I. Dunlap, Empire Bldg., erect frame residence, Pineridge Rd.; 1 story, 64x42 ft., composition roof, vapor heat; Woolard & Lynch, Archts., 2115 N. First Ave.; heating, Tully Plumbing & Heating Co., 2612 N. Second Ave.; plumbing, A. Getman, 1804 Lee Ave.; wiring, Wilcox Electric Co., 2017 N. First Ave.

Miss., Jonestown—R. M. Wies, erect brick veneer residence; 1-story and basement, 73x43 ft., composition shingle roof, tile bath, oak floors, hot water heat; Ralph H. Wilson, Archt.; J. C. Hawkins, Contr., 90 Madison St., both Clarksdale.

Mo., St. Louis—O. E. Scott, Eighth and Chestnut Sts., erect 8 brick dwellings 4740-44-48-52-56-60-62-64 Wren St.; 1 story, 24x27 ft., asphalt shingle roofs, hot-air heat; total cost \$24,000; J. S. Avery, Archt.-Contr., 7108 Lyndover Place.

Mo., St. Louis—H. Kissels Sons, 4111 W. Florissant St., erect 6 brick dwellings, 4629-31-33-37-43-45 Anderson St.; 1 story, 28x41 ft., asphalt shingle roofs, hot-air heat; total cost \$24,000; owners build.

Mo., Clayton, St. Louis—Ewings Hymers, 6607 University Drive, erect \$10,000 brick residence, Moorland Park; 32x40 ft.; Gale E. Henderson, Archt.-Contr., Arcade Bldg.

Mo., Clayton, St. Louis—F. A. Kroenung, 8604 Goodfellow St., erect \$10,000 brick residence, Normandy Park; 28x33 ft.; J. Chas. Mueller & Son, Contrs., 3528 Herbert St.

Mo., Clayton, St. Louis—H. Rubelmann, 6678 Washington St., erect \$16,000 brick residence, Wydown Blvd., Moorland Park; 26x34 ft.; Jesse L. Bowling, Inc., Archts., Arcade Bldg.; F. F. Meckfessel Construction Co., Contrs., 1625 Delmar Blvd.

Mo., Columbia—Dr. Edgar Allen let contract at \$9625 to Stewart Bros., Guitar Bldg., for brick residence; 2 stories and basement, 38x26 ft., oak, maple and tile floors, slate coated asphalt shingle roof, hot water heat; Oliver R. S. Traber, Archt., 809 Virginia St.; heating and plumbing, Chas. D. Mathews, 27 S. Tenth St.; sheet metal work, Henry Kreutz, all Columbia; millwork, American Sash & Door Co., Kansas City. 6-2

Mo., Jefferson City—J. E. Wells erect residence, Benton St.; J. A. Leuthen, Contr.

Mo., Kansas City—M. L. Orear, 626 Huntington Rd., completed foundation for \$15,000 residence, 820 Greenway Terrace; 2 stories, slate roof; Clarence E. Shepard, Archt., 412 Huntzinger Bldg.; H. V. Smith, Contr., 6247 Brookside Blvd.; heating, Betchel Heating Co., 5729 Charlotte St.; plumbing, C. W. Herold Plumbing & Heating Co., 1311 E. 26th St.; slate roofing, Kansas City Slate & Tile Roofing Co., 2027 Forest St. 6-9

Mo., Kansas City—Kyles Bales, 811 Continental Bldg., erect 4 frame dwellings, 733-43 Askew St.; 1-story, 24x30 ft.; total cost \$10,000; owner builds.

Mo., Kansas City—Frank E. Vrooman, 3 E. 56th St., erect 2 brick dwellings, 4948-5000 Lydia St.; 2 stories, 26x43 ft.; total cost \$18,000; owner builds.

Mo., Pattonville—A. Mathis, 3112 Easton Ave., let contract for \$10,000 residence to

W. J. Peim, 3224 Oregon Ave.; brick, 2 stories and basement, 26x32 ft., slate roof, concrete foundation, warm air heat, hardwood and rubber tile floors, warm air heat; O. J. Popp, Archt., 1501 Arcade Bldg., all St. Louis. 6-2

Mo., St. Louis—Advance Realty and Building Co., 1224 Waldron St., erect \$15,000 dwelling, 7037 Cornell Ave.; brick, 2 stories and basement, 32x34 ft., tile roof, vapor heat; day labor.

Mo., St. Louis—Phil Catanzaro, 820 N. Ninth St., erect brick residence, Tennessee and Fillmore Sts.; 2 stories and basement, 36x35 ft., hardwood floors, slate roof, tile bath, hot water heat; A. B. M. Corrubia, Archt., 1373 Arcade Bldg.; Rallo & Brugnone, Contrs., 6446 Delmar Blvd.

Mo., St. Louis—C. W. Brinkmann, 4910 Gravois St., erect \$12,000 brick residence, 3910 Federer Place; 2 stories, 37x43 ft., slate roof, hot-water heat; L. Haeger, Archt., 3644 Utah Place; M. C. Bartels, Contr., 4910 Gravois.

Mo., St. Louis—G. H. Kassen, 5331 Neosho St., erect \$15,000 brick dwelling, 4449 Florris Place; 2 stories and basement, 27x34 ft., slate roof, tile bath, hardwood floors, stone foundation; Frank Hueser, Archt., 4534 Fair Ave.; Chris Spooneman, Contr., 4142 Farlin St.

Mo., St. Louis—C. E. Klemp erect 6 brick dwellings, 2629-31-33-37-41-43 Pennsylvania St.; 1 story, 25x34 ft., asphalt shingle roofs, hot-air heat; total cost \$24,000; G. C. Karr, Archt.-Contr., all 214 Calumet Bldg.

Mo., St. Louis—Dr. Chas. Rederer, Carleton Bldg., erect \$30,000 residence, Washington and Pennsylvania Sts.; brick, 2 stories and basement, 39x35 ft., tile roof and bath, hardwood floors, hot-water heat; A. F. Stauder, Archt., 6032 S. Kingshighway; Koster & Co., Contrs., 5215 S. Grand Blvd.

Mo., St. Louis—H. C. Vollmar, 6105 Simpson St., erect 6 brick dwellings, 5961-65-67-71-73 Columbia and 2526 Sulphur Sts.; 2 stories, 24x27 ft., hot-air heat; total cost \$21,000; plans and construction by owner.

Mo., Webster Groves, St. Louis—Edw. Stauder, 4987 Odell St., let contract for brick residence to P. H. Haffner, 3139 Lackland Ave.; 1½ stories and basement, 30x44 ft., stone foundation, hardwood floors, hot-water heat, shingle and tile roof; Chas. R. Greene, Archt., 403 Buder Bldg. 6-2

N. C., Charlotte—A. J. Price, Latta Arcade has vapor heating contract for \$12,000 residence for Dr. L. W. Hovis, Professional Bldg.; plumbing, J. J. Breene, 24 W. Fifth St.; painting, E. F. Robertson, 308 Builders Bldg.; roofing, R. S. Garmon & Bro., 711 Central Ave. and J. N. McCausland, 221 S. Tryon St.; brick work, P. A. Jackson, Lamar Ave.; Franklin Gordon, Archt., Vail Ave.; R. D. McRee, Contr., 308 Builders Bldg. 6-9

Okla., Oklahoma City—Jas. Anderson, 507 N. Kelley St., let contract for \$60,000 residence to Smiser Construction Co., 613 N. Hudson St.; heating, plumbing, wiring, etc. in gen. contract; 2 stories and basement, brick veneer; Layton, Hicks & Forsythe, Archts., Braniff Bldg. 5-19

S. C., Newberry—Oakland Cotton Mills let contract at \$135,000, including electrical work and plumbing, to LaGrange Lumber & Supply Co., LaGrange, Ga., for 50 dwellings; frame, 1-story, wood floors, brick foundation, Johns-Manville asbestos shingle roofs; Lockwood-Greene & Co., Inc., Archts.-Engrs., 24 Federal St., Boston, Mass., and Charlotte, N. C. 6-2

Tenn., Memphis—Bashwitz Bros., American Bank Bldg. Annex, erecting 4 wide-sliding dwellings, 328-38-48-58 McGhee St.; 1-story, 28x28 ft., composition shingle roofs, garages; owner builds.

Tenn., Memphis—Bob Ferguson, care Geo. Mahan, Jr., Archt., 700 Amer. Bank Bldg., erect brick veneer residence, W. Cherry Circle; 1-story and basement, oak floor, tile roof and bath, steam heat; G. M. Coyner, Contr., 1111 Faxon Ave.

Tenn., Memphis—Foster & Stevenson, First Nat. Bank Bldg., erecting 2 brick veneer dwellings, 919-930 N. Barksdale St.; 1-story and basement, 29x61 ft., oak floors, tile bath, composition shingle roof, hot water heat, garages; total cost \$12,000; J. B. Moody, Contr., 42 N. Claybrook St.; also erect 1-or 2-story and basement dwelling, Colonial Gardens; Estes W. Mann, 203 Cotton Exch. Bldg., architect for all.

Tenn., Memphis—Clyde Kohen, erect brick veneer duplex, Galloway Ave. and Avalon St.; 1-story and basement, 66x34 ft., oak floors, tile bath, composition shingle roof, hot water heat; A. N. Phillips, Contr., both First Nat. Bank Bldg.

Tenn., Memphis—D. H. Miller, 1728 Walker St., erect 3 brick veneer duplexes, 1101-05-09 S. Rembert St.; 1-story and basement, 27x60 ft., oak floors, tile bath, composition shingle roof; total cost \$15,000; day labor.

Tenn., Memphis—Saml. H. Epstein, care Tennessee Bag & Burlap Co., 308 N. Front St., erect \$15,000 residence, McLean Blvd. near Overton Park Ave.; brick veneer, 2 stories and basement, 44x36 ft., oak floors, tile shingle roof, tile bath, hot water heat, garage; Hubert T. McGee, Archt., 801 Fidelity Bank Bldg.; J. B. Holt, Contr., Spottswood.

Tenn., Memphis—Mrs. Ida Hodens, 410 Court St., erect 4 brick dwellings, 300 block Buntyn Ave.; brick veneer, 1 story, 32x35 ft., composition shingle roof, oak floors, tile bath, hot water heat, frame garages; total cost \$15,000; Hodges & Moran, Contrs., 410 Court St.

Tenn., Memphis—Louis Pera, 882 Jackson Ave., erect 2 brick veneer dwellings, 567-73 Manassas St.; 1 story and basement, 32x64 ft., composition shingle roof, oak floors, hot water heat; total cost \$12,000; Theo. Coltrui, Contr., 261 Lucerne St.

Tenn., Memphis—R. E. Russell, 1535 Eastmoreland St., erect \$15,000 brick veneer residence, 247 Kimbrough St.; 2 stories and basement, 37x42 ft., tile roof and bath, oak floors, steam heat, garage; day labor.

Tex., Beaumont—W. E. Sprouse, Gilbert Bldg., erect \$13,000 residence, Caldwell; gray shingles, 2 stories; W. W. Shoemaker, Archt.; Winter King Co., Contr.

Tex., Fort Worth—J. H. Garrett, 1422 Sixth Ave., let contract at \$19,000 to D. D. Jones, 1601 Sixth St., for residence; brick, 2 stories; Frank J. Singleton, Archt., Continental Bldg.

Tex., Houston—E. Y. Cottingham, 815 Fannin St., let contract for \$15,000 residence, River Oaks, to J. A. Roberts, 603 Highland St., brick veneer, 2 stories, 8 rooms; Sam H. Dixon, Jr., Archt., Second Natl. Bank Bldg.

Tex., Houston—Doyle & Rentfrow, Inc., erect number dwellings, Lindale addition, E. Montgomery Rd.

Tex., Memphis—E. W. Gray, 31 S. Reimbert St., completed foundation for \$10,000 brick residence, N. Tenth St.; 5 rooms and bath, Spanish type.

Tex., San Antonio—Francis Corrigan, 125 E. Travis St., let contract to W. H. Moore, care Albaugh & Steinbomer, Archts., 941 Austin St., for \$22,000 English type residence, Park Hill Estates; 2 stories, 7 rooms, stone veneer, rein. concrete foundation, wood shingle roof, 2 baths and lavatory. 6-9

Tex., San Antonio—Martin Giesecke let contract for concrete, hollow tile and stucco residence, 419 Shook Ave., to Aug. Fuessel, 1903 Virginia Blvd.; wiring, Graham & Collins, 306 W. Commerce St.; plumbing and heating not let; Herff & Jones, Archts., S. A. Loan and Tr. Bldg.

Tex., San Antonio—Dominican Fathers, Jones Ave. and E. Mistletoe St., let contract for rectory to W. W. Brown, 1718 W. Gramercy St., at \$15,996; plumbing, Chalkley Bros., 1222 Navarro St., \$1990; electric work, Vollmer Electric Co., 145 North St., \$620; brick, 2 stories, pine floors, concrete foundation, gravel roof; Leo M. J. Dielmann, Archt., 306 E. Commerce St. See Want Section—Building Materials and Equipment. 6-2

Va., Clarendon—Clarendon Baptist Church, Rev. Perry L. Mitchell, Pastor, let contract to J. W. Kilgore for \$16,000 parsonage, Key Blvd. and Virginia Ave., Lyon Village; Falls Church granite; H. E. Stelle, Archt., Lyon Village.

### Government and State

Mo., Boonville—Earl Brownfield erecting \$18,000 armory for National Guard; brick and steel, 75x135 ft.; W. J. Cochran & Sons, Contrs.

### Hospitals, Sanitariums, Etc.

Mo., Boonville—St. Joseph's Hospital let contract to Percy Stemmons, Malta Bend, for \$100,000 addition; 3 stories, brick and rein. concrete, 42x116 ft.; Ludwig Abt., Archt., Riegel Bldg.; roofing, P. Stauffer, both Moberly; millwork, American Sash & Door Co., 16th and Bellefontaine St.; plastering and rein. steel, Comer Metal Lath Construction Co., 914 Pioneer Tr. Bldg., both Kansas City; face brick, Alton Brick Co., Chemical Bldg., St. Louis; common brick from Missouri State Training School. 1-18

N. C., Franklin—Angel Brothers Hospital started work on \$20,000 to \$25,000 annex to hospital; 3 stories, brick, 20 private rooms and baths; enlarge central heating plant; Zeb Conley, Contr.

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## Hotels and Apartments

Ark., Little Rock—F. T. Murphy let contract to C. H. Reid for \$12,000, brick veneer apartment, 1423 Schiller Ave.

Ark., Little Rock—Dr. C. C. Sims let contract to Bracy Real Estate & Building Co. for brick veneer apartment and garage, 1400 Rock St.; cost about \$10,000.

Fla., Clearwater—J. E. Peterson, Clearwater and Lake Fox, Ill., let contract to Home Builders Co., for \$100,000, 46-room hotel on North Fort Harrison Ave.

Fla., Jacksonville—G. W. Bedkett, Inc., let contract to W. T. Hadlow, 32 W. Forsyth St., for 1-story, tile and stucco, 3 apartments at 703-7 Acosta St. and 9 apartments at 2540-56 Gilmore St., \$13,800.

Fla., Port Seawall—Sunrise Inn Assn., James H. Pearson, Pres., started foundation work for \$200,000 hotel, replace Sunrise Inn; central hotel to be 2 stories, first floor for lobby, dining rooms and kitchen, 25 rooms and bath above; 6 bungalows in connection; also erecting 20-room building for kitchen help, chauffeurs, etc.

La., New Orleans—Phoenix Building and Homestead Assn., Maison Blanche Bldg., let contract to Edwin L. Markel, 3838 Louisiana Pkwy., for \$14,000 triplex, Prytania and Valmont Sts.

La., New Orleans—Edward P. Phillips let contract to C. Stander, 2508 Palmyra St., for \$10,000, 55x27-ft., 2-story apartment house on Constance St.; H. Boettner, Archt., 127 N. Murat St.

Miss., Pass Christian—Walter Cook Keenan, Archt., 502 Liverpool & London & Globe Bldg., New Orleans, La., receives bids June 22 for \$75,000 3-story frame hotel building for Gray Castle, Inc.; 40 rooms with baths, tile and composition roof, tile and marble lobby, steam heating system. 6-9

Mo., St. Louis—J. Rubin, 904 Chestnut St., erect \$50,000, 3-story, brick, 43x165-ft. tenement, 4398 W. Pine St.; composition roof, steam heat; O. J. Popp, Archt., Arcade Bldg.; owner builds.

Mo., St. Louis—W. M. Smith, 1365 Montclair St., erect 3 2-story, brick, 25x46 ft. tenements, 5046-54 Queens St.; \$15,000, composition shingle roofs, steam heat; owner is Archt.-Builder.

Mo., St. Louis—F. Siteman, 5526A Ashland St., erect 2 2-story, brick, 54x34 ft. tenements, 5823-30 Terry St.; \$24,000, composition gravel roofs, steam heat; P. Siteman, Archt.-Builder, 5526A Ashland St.

Mo., St. Louis—Sylvester Lewis Realty Co., 4919 Natural Bridge, erect 3 2-story, brick, 36x50 ft. tenements, 3719-29 Euclid St.; \$36,000, gravel composition roofs, hot air heat; owner is Archt.-Builder.

Mo., St. Louis—May Building & Investment Co., 808 Chestnut St., erect 2 2-story, brick, 31x46 ft. tenements, 3020-22 and 3100-02 Park St.; \$16,000, composition roofs, hot air heat; O. J. Popp, Archt., Arcade Bldg.; owners build.

Mo., St. Louis—L. F. Montgomery, 6733 Arsenal St., erect 3 2-story, brick, 34x48 ft. tenements, 2120-34 Prather St.; \$27,000, composition shingle roofs, hot air heat; E. Meyer, Archt.-Builder, 3970 Connecticut St.

N. C., Greensboro—J. A. Smith, Meadow Brook Terrace, erecting negro hotel at cor. Sycamore extension and Clinton St.; plans call for 2 units, first unit to have 20 rooms.

Okla., Boise City—Lela Mae Barnum let contract to A. H. Bler, for \$10,000, stucco and frame, tourist hotel; C. F. Ward & Co., Archts., Smith Bldg., Amarillo, Texas.

Tenn., Cleveland—Cherokee Hotel Co., C. L. Hardwick, Pres., relet contract to T. S. Moudy & Co., W. 33rd St., Chattanooga, at \$169,000, for 7-story, 75-room, fireproof Cherokee Hotel; James J. Baldwin, Archt., 204-5 Taylor Bldg., Asheville, N. C. (Recently reported let to James Fanning, Inc., Flat Iron Bldg., Asheville, but failed to make suitable bond.) 6-2

Tenn., Springfield—Mrs. Lucy Gorham let contract to Sherman Humphrey for duplex apartment house on N. Locust St.

Tex., Amarillo—Hughes O'Rourke Construction Co., 1913½ Live Oak St., Dallas, let following sub-contracts on \$1,600,000, 19-story and 2-basement, reinforced concrete hotel for Alex Davidson and Joe Mandel: Heating, ventilating, plumbing and refrigerating, H. G. Persons, Oliver Eakle Bldg., Amarillo; electric work, Wright Bros., 405 Main St., San Antonio; 4 passenger and 2 service elevators, gearless, 600-ft., 1 sidewalk lift, 1 dumbwaiter, Kaestner & Hecht, 1500 N. Branch St., Chicago, Ill.; reinforcing steel, Sheffield Steel Corp., Sheffield, Kansas City, Mo.; glass and glazing, Pittsburgh Plate Glass Co., Frick Bldg., Pittsburgh, Pa.; struc-

tural steel, Fort Worth Steel & Machine Co., Arlington Heights Rd., Fort Worth; millwork, Buell Lumber & Mfg. Co., 731 N. Hawkins St.; metal doors and windows, Gilbert Manufacturing Co., Inc., 1209½ Main St.; ornamental and miscellaneous iron, Weaver Iron Works, 1803 Carter St.; all Dallas; Wyatt C. Hedrick, Archt., First Natl. Bank Bldg., Fort Worth. 4-28

Tex., Houston—C. C. Danna, 2445 Hazard St., erect \$20,000, 2-story, brick veneer, 4-apartment house and garage, 2523 Driscoll St.; 5 rooms and bath each; Houston Development Co., Contrs.

Tex., Rio Grande City—T. M. Flores, owner of Laborde Hotel, remodeling and renovating.

Va., Norfolk—Etheridge-Baylor, Inc., 148 Granby St., let contract to Blaine Graham Construction Co., Arcade Bldg., to convert property on Raleigh Ave. into apartment building; \$20,000.

## Miscellaneous

Fla., Hollywood—Hollywood Woman's Club, Grace E. McCarrel, Pres., let contract to C. E. Payne for club building; Barney Sutton, Archt.

Fla., Miami Beach—Palm Island Investment Co., care Fred Auerbach, erect \$24,500 dining hall and kitchen, Palm Island; August Geiger, Archt., 58 S. E. Seventh St.; owners build.

Mo., St. Louis—Missouri Athletic Assn., Board of Directors, E. A. Morse, Pres., let contract to John Bolard Construction Co., 1506 Chemical Bldg., for \$40,000, 37x90 ft., brick addition to 6-story club building, 615 N. Fourth St.; G. F. A. Prueggemann, Archt., 506 Olive St. 4-7

Tex., Houston—Houston Baseball Assn., let contract to Petroleum Iron Works, at \$50,000, for steel work on \$225,000, steel and concrete baseball park; plans by G. W. Thompson, Const. Engr., 201 Mercer Bldg., Syracuse, N. Y.; Henry F. Jonas & Tabor, Asso. Archts., Union Natl. Bank Bldg. 4-28

## Schools

Ala., Anniston—Board of Education let contract to Ogletree Construction Co. at \$35,000, for 11-room annex to Noble Street school and 4 additional rooms at Woodstock school; W. A. White, Supt. of Schools. 6-9

Ala., Greenville—Board of Education let contract to O'Dolph Owens at \$44,840 for grammar school. 5-10

Ark., Hamburg—School Board, J. E. Scott, Supt. of Schools, let contract for \$50,000 school building; Mitchell Seligman, Archt., Pine Bluff, supervising work.

Ark., Yarbrow—School Board let contract to H. A. Leismester, Jonesboro, for \$45,000, 2-story, 8-room school building.

Fla., Saint Cloud—Osceola County Board of Public Instruction let contract to O. N. Lee, at \$44,000, for additions and alterations to High School; addition of 22x31 ft. laboratory room, 66x74 ft. basement; tile and stucco construction.

La., Iowa—Acadia Parish School Board, Crowley, let contract to W. T. Calhoun, Alexandria, at \$35,500, for brick and cast stone trim school building; plastered interior, waterproofing, reinforced concrete foundation, Barrett roof; heating and plumbing to S. A. Hunter at \$11,000; Herman J. Duncan, Archt., 120 Murray St., both Alexandria. 6-9

Mo., Marble Hall—Will May College let contract to Linus Penzel, Jackson, Mo., for \$50,000 science building.

Mo., Shelbyville—Board of Education let contract to S. E. Schultz, Box 150, Chillicothe, at \$67,276, for 2-story and basement, brick, reinforced concrete, cast stone High School building; concrete foundation, wood and concrete floors, built-up roof; electric work, A. Connelly & Co.; plumbing, Jacobs Plumbing & Heating Co., Kirksville; painting, Clarence Evans, 5024 Park Ave., Kansas City; structural steel, Chester Iron & Foundry Co.; cast stone, Algonite Stone Co., 4600 Chippewa St.; St. Louis; reinforcing steel, Concrete Steel Co., Finance Bldg., Kansas City; roofing, P. Stauffer, Moberly; Bonsack & Pearce, Inc., Archts., 411 Olive St., St. Louis. 6-2

N. C., Charlotte—Board of School Commissioners, H. P. Harding, Supt. let contract to Southeastern Construction Co., 210 W. Second St., at \$31,000, for gymnasium at Central High School; Lockwood, Greene & Co. Engrs., Johnston Bldg. 3-17

Okla., Southard—School Board let contract to McMillan & Shelton, Enid, for \$30,000 school building.

S. C., Greenville—Parker School District, L. P. Hollis, Supt., let contract to Cox & Hudgens, Emaxee Bldg., for \$50,000, 2-story, 12-room, brick addition to Brandon grammar

school; 142x55.6 ft. with auditorium 49x52 ft.; William R. Ward, Jr., Archt., Kalker Bldg. 6-9

Tenn., Chattanooga—Baylor School let contract to R. Lee Tolley Co., 819 Georgia Ave., at \$34,919, for 1-story, brick and reinforced concrete Baylor Alumni Chapel; brick foundation, slate roof; equipment and furnishings cost \$4000; steam heating to John Cuneo, 1446 Central Ave.; electric work, W. C. Teas Co., 116 E. Eighth St.; brick work, W. J. Edwards & Son; stone work, John Troutt & Co., 11th and Newby Sts.; plastering, Mike Siebold; Pringle & Smith, Archts., Norris Bldg., Atlanta, Ga. 6-9

Tex., El Paso—School Board let contract to Weiland & Co., 1115 E. Blvd., at \$38,512, for brick and reinforced concrete school building; Trost & Trost, Archts., Two Republics Bldg.

Tex., Galveston—Walter M. W. Splawn, Pres. of University of Texas, Austin, announced contract let for reconstruction work on east portion of main medical building; new plastering and plumbing, cost \$25,000 including new equipment.

Tex., Houston—William Ward Watkins, Archt., 212 Scanlan Bldg., let contract to Thomas T. Hopper Co., Post-Dispatch Bldg., at \$74,800, for 2-story Robert and Cohen faculty house at Rice Institute. 5-26

Tex., Kingsville—Board of Education let contract to E. E. McRoberts & Son, for additional building on grounds of Stephen F. Austin ward school.

Tex., Santa Rosa—Santa Rosa School District Board of Education let contract to A. Goldammer, Harrington, for \$52,000, Spanish type, brick and stucco High School; R. Newell Waters, Weslaco, and Ralph H. Cameron, City Natl. Bank Bldg., San Antonio, Archts. 4-28

Tex., Wells—School Board, care J. L. Du Bose, erect \$10,000, 1-story, brick, 126x56-ft. school building; concrete foundation, wood floors, asbestos roof; heating to Austin School Supply Co., Austin; J. G. Hurd, Archt.; owners build; day labor. 6-9

W. Va., Elm Grove, Wheeling—P. J. Keyser Co., Contrs., Bellaire, Ohio, erecting Elm Grove Junior high school and grade school building; steel, concrete, brick and limestone, 2 stories; Fred Faris, Archt., 1117 Chapline St., Wheeling.

## Stores

Fla., New Smyrna—J. G. McCrory Stores Corp., let contract to Lewis Construction Co. for 2-story, 50x150 ft., brick and steel building and remodeling; \$38,000, cream face brick exterior, plastered walls, metal ceilings, wood floors, birch and birch veneer fixtures and fronts, Johns-Manville roof; roofing to East Coast Sheet Metal Works; plaster, W. L. Stubbs; ceiling, Wheeling Corrugating Co., 17th St., Wheeling, W. Va.; millwork, New Smyrna Novelty Works; glass, F. J. Cooledge & Sons, 12 N. Forsyth St., Atlanta, Ga.; structural steel, Highway Iron Products Co., Ligonier, Ind. William M. Simpson, Archt., New York.

Ga., Uvalda—B. F. Wolfe let contract to Frank Simons, Tarrytown, for 5 brick buildings on Railroad Ave.

La., Monroe—Herman Masur, 309 Hudson Lane, let contract to George Love at \$30,000 for 85x125-ft., brick building, Catalpa near DeSiard Sts.; 3 stores with offices above; J. W. Smith & Associates, Archts., Ouachita Bank Bldg., Monroe.

La., New Orleans—Herman Eicke, 734 Louisa St., let contract to Hyman Rabinovitz, 740 Poydras St., for \$19,000 building, cor. St. Claude and Almonaster Ave.

Miss., Biloxi—S. K. Kress & Co., 114 5th Ave., New York, let contract to Henry C. Morrison, Campbell Bldg., Augusta, Ga., for 2-story, 44x182 ft., steel, brick and terra cotta store building, Howard Ave. and Croesus St.; reinforced concrete foundation, composition roof, plastered interior.

Miss., Blue Mountain—W. L. Robertson, Contr., started work on business building.

Mo., Kansas City—Mike Brady, 2 E. 57th St., erecting 1-story business block on Summit St., contain 5-store rooms.

Mo., St. Louis—Burns Estate, Liberty Central Bank Bldg., let contract to Fruin Colnon Contracting Co., 602 Merchant Laclede Bldg., alter 3-story mercantile building, 727 Franklin and 910-12 N. Eighth Sts.; \$25,000; plans by owners.

N. C., Asheville—J. T. Bledsoe erecting four 2-story, 24x83-ft. store and apartment buildings at Haywood Road and Mildred Ave.; \$60,000; plans ultimately call for 8 buildings.

N. C., High Point—Globe Realty Co., let contract to J. O. Connor & Son, for \$12,000, 2-story, brick store and office building, W. Washington and College Sts.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

N. C., Winston-Salem—Stockton Realty Co. let contract to Realty Bond Co., Third and Liberty Sts., for \$60,000, 2-story and basement, 150x44-ft. store and office building on Cherry St.; concrete basement, brick walls, terra cotta front, structural steel frame, bar joist floor construction, Barrett roof, wood floors, concrete foundation; electric work to Clinard Electrical Co., Main St.; plumbing, Home Plumbing & Heating Co., Third St.; architectural terra cotta, O. W. Ketcham, 125 N. 18th St., Philadelphia, Pa.; structural steel, Carolina Steel & Iron Co., S. Elm St. extended, Greensboro; bar joists, Truscon Steel Co., Jefferson Standard Bldg., Greensboro; Stanhope S. Johnson and R. O. Brannan, Archts., Peoples Bank Bldg., Lynchburg, Va.

Okla., Oklahoma City—Reinhard & Donovan, Contrs., Trades Natl. Bank Bldg., have permit for \$16,000 business building at 326 W. Fifth St.

Tenn., Etowah—Long & Day erect 2 business buildings on Ninth St.; 2 stories, concrete, 75x100 ft., apartment on second floor.

Tenn., Johnson City—Tranum Brothers let contract to Burleson & Laws, for \$30,000, 2-story, brick business building to be occupied by Fountain Square Furniture Co.

Tenn., Kingsport—William A. Buckles let contract to Armstrong, Purkey & McCoy, for \$22,000, 50x100 ft., 2-story building on Market St.; 2 store rooms, each 25x100 ft. on first floor, offices above; Allen N. Dryden, Archt.

Tenn., Memphis—Farnsworth Estate let contract to E. L. Pearson, at \$9000, for repairs at 77-81 Front St.

Tenn., Memphis—Messrs. Oates, Wall and Hazelhurst let contract to Gauger-Korsmo Construction Co., Fidelity Bank Bldg., remodel building at 100 Front St.; \$20,000.

Tex., Bay City—Dr. W. W. Bouldin let contract to O. E. Hatchett, for 1-story, 25x80 ft., reinforced concrete, brick and tile store building; Morris & Noonan, Archts., Builders Exchange, San Antonio.

Tex., Dallas—Coniglio Brothers, 3315 San Jacinto St., erect \$12,000, 100x100 ft., brick with ornamental stone and tile, 7-storeroom

building at Live Oak and Peak Sts., East Dallas; clay tile roof; F. J. Woerner & Co., Archts., Central Bank Bldg., will supervise construction. 6-9

Tex., Houston—Alphabet Realty Co., Edward S. Boyles, Pres., 529 W. Alabama St., let contract to Universal Construction Co., 2201 Belt St., for \$45,000 store building, Main and Webster Sts., for A. B. C. Stores, Inc.; William Ward Watkin, Archt., 212 Scanlan Bldg.

Tex., Houston—Webb Mading, Pres. of Mading, Inc., 1502 Texas Ave., let contract to C. W. Ennis, 1401 Dowling St., at \$19,000, for 1-story, brick, 60x100 ft. drug store building, Westheimer Road and Mandell St.; Joseph Finger, Archt., Keystone Bldg.

Tex., Lufkin—C. A. Pate, Box 447, will erect \$15,000, 1-story, 50x120 ft., brick department store; concrete and pine floors, built-up roof; owner builds. See Want Section—Building Materials and Equipment. 6-2

Tex., Marshall—Frank Moos received contract for remodeling E. N. Smith's furniture store on N. Washington Ave.; \$15,000.

Tex., San Juan—George Roe, W. Commerce St., San Antonio, let contract to A. M. Longorio, Pharr, for 1-story, brick, 60x70 ft. building.

Tex., Turkey—Wilson McCarley let contract to H. W. Thaten, both Childress, for brick store building; also plans 2 other brick buildings.

Tex., Wichita Falls—W. F. Parrish, 1102 Alma St., let contract to Walker Construction Co., for \$20,000, 74x110 ft., 1-story business building at 1500 Eleventh St.; Harris H. Roberts, Archt., Harvey-Snyder Bldg.

Va., Tenn., Bristol—H. P. King Co., let contract to T. G. Martin, for \$30,000, 3-story building on Shelby St.

### Theaters

Tex., Raymondville—Charles R. Johnson let contract to Keefe Engineering Co., at \$29,584, for 1-story, brick store and theater building; R. W. Mulhausen, Archt., Harlingen.

Va., Berryville—Walter Decker, Charles Town, W. Va., manager of Charles Town Opera House and Berryville Opera House, making extensive improvements and repairs.

Va., Richmond—Fred A. Bishop, Archt., Electric Bldg., wires: "Bids will be opened on new State Theater, Westhampton Ave., about July 5; seating capacity 1500, exterior brick and poliochrome, terra cotta interior, ornamental plaster walls and ceilings, marble and tile floors; will be built day labor, certain parts sub-contracted; owners Charles A. Somma, 528 N. Second St. and W. A. Coulter." 10-7-26

### Warehouses

Ark., Conway—F. U. Halter started work on brick warehouse and office building on N. Front St.; leased to American Co. of Arkansas, wholesale grocers.

Fla., Jacksonville—Victor Zambetti, E. 14th St., erect \$25,000, 1-story, stone, 100x100 ft. warehouse at 14th and Liberty Sts., to house Fisk Tire Co.'s branch; owner builds.

La., New Orleans—W. and J. Jordy let contract to J. A. Rodick, 5620 Hurst St., for \$15,000, 56x85-ft., 1-story, concrete block warehouse and office building, Broad St. between Perdido and Gravier Sts.; composition roof; Andry & Feitel, Archts., Carondelet Bldg.

N. C., Winston-Salem—Piedmont Warehouse Co. making extensive alterations to building on Trade St.

Okla., Ponca City—C. D. Handley let contract to George M. Robertson Co., Lincoln, Nebr., at \$31,895, for 2-story storage warehouse; Smith & Senter, Archts., Commerce Bldg., Okmulgee. 4-21

Tenn., Knoxville—Rowe Transfer Co., 415 N. Gay St., let contract to Weaver & McGill, General Bldg., for \$19,000, 1-story, brick and steel, fireproof addition to building on Broadway between Magnolia St. and Fifth Ave.; Clarence A. Tarwater, Archt.

Tex., Amarillo—Amarillo Construction Co., 606 Courtney St., erecting \$33,000 warehouse at 700 Grant St.

### THE CLASSIFICATIONS IN THIS SECTION ARE:

## WANT SECTION

#### Machinery and Supplies

Under this heading are reported requests for data, prices and literature and information on machinery, supplies and miscellaneous materials of a wide variety.

#### Building Materials and Equipment

This division comprises all classes and kinds of materials and equipment used in building and construction projects of every kind.

#### Bids Asked

Includes bids asked by U. S. Government, States, districts, municipalities, firms and individuals for machinery, materials, supplies and construction work.

Items in this department are published without charge and these columns are open for the publication of wants of all kinds relating to construction work, machinery, materials and supplies.

### Machinery and Supplies

**Blackboards (Slate).**—J. D. Brock, Contr., Arkadelphia, Ark.—Wants bids on slate blackboards for High School at McGehee.

**Boilers.**—Shenandoah Apple Products Corp., E. G. Grab, Gen. Mgr., Strasburg, Va.—Wants good used Scotch Marine or economic boiler of about 150 h. p.

**Exhauster.**—Clarke Canning Co., Blountville, Tenn.—Wants exhauster.

**Corn Mill.**—Jamestown Milling Co., Inc., Jamestown, Tenn.—Wants 3 high roller corn mill; used machinery if in good repair.

**Crawlers.**—C. E. Trainer, No. 9 Gertrude Place, Atlanta, Ga.—Wants set of all steel rigid crawlers for ¾ yd. Erie, Marion or Os-good steam shovel.

**Dump Wagon.**—Jackson Machinery Co. (Mchy. Dealers), 313 Millsaps Bldg., Jackson, Miss.—Wants 12 Watson dump wagons; state location and condition.

**Elevators (Freight).**—H. L. Thomas, 431 N. Front St., Baltimore, Md.—Wants 2 freight elevators 1 to 3 tons.

**Engine.**—Gay Ice and Cold Storage Co., M. M. Gay, Jasper, Fla.—Wants prices on one Deisel Engine 25 to 40 h. p.

**Engine.**—Jamestown Milling Co., Inc., Jamestown, Tenn.—Wants 35 h. p. engine.

**Garters.**—West-Southwest Magazine, Box 1010, Sta. C, Los Angeles, Cal.—Wants to correspond with manufacturers of materials for men's garters.

**Gasoline Excavator.**—William F. Dietz, Bluefield, W. Va.—Wants cuts and prices on small size excavator, gasoline power preferred.

**Ice Plant.**—J. M. Meffert, Ocala, Fla.—Will build 25-ton ice plant, wants to correspond with engineers who design such plants, also with machinery manufacturers.

**Knitting Machines.**—C. Wilmsheust, Robins Roost, Johnson City, Tenn.—Wants flat knitting machine suitable for making sweaters and sport garments.

**Laundry, etc.**—Knights Decatur Laundry and Dry Cleaning Co., C. D. Knight, Decatur, Ga.—Wants complete laundry and dry cleaning plant.

**Laundry Machinery.**—W. A. Moses, Appomattox, Va.—Wants names and addresses of manufacturers of laundry machinery and supplies, or dealers in same.

**Milling Machine.**—W. M. Smith & Co. (Mchy. Dealers), Birmingham, Ala.—Wants milling machine, prefer Cincinnati, with attachments; anything above No. 2.

**Motors.**—R. S. Armstrong & Bro. Co., 676 Marietta St. N. W., Atlanta, Ga.—Wants 75 h. p., 60 cycle, 3 phase, 2200 volt slip ring motor.

**Moulder.**—T. J. Shepherd, S-19 Union Trust Bldg., Petersburg, Va.—Wants small moulder for lumber operations at Eutawville, S. C.

**Ornament (Automobile Radiator Cap).**—Percival White, Marketing Counselor, 175 Fifth Ave., New York City—Wants names and addresses of companies interested in manufacturing ornament for automobile radiator cap.

**Power Shovel.**—Lewter F. Hobbs, Inc. (Mchy. Contrs.), Box 483, Norfolk, Va.—Wants gasoline or electric shovel 1½ to 2 yd. dipper on traction wheels or crawler type; modern, in good condition, priced right for cash.

**Printing Machinery.**—H. & W. B. Drew Co., 22 W. Bay St., Jacksonville, Fla.—Wants printing machinery.

**Sand.**—Glover Machine Works, Inc., Marietta, Ga.—Wants sand for use in foundry.

**Shipping Cartons and Cases.**—Donaldson-Aufford Agency (Direct Factory Agents), 213 Shoreland Arcade, Miami, Fla.—Wants to correspond with Southern factories making corrugated shipping cartons and cases.

**Steam Hammer.**—W. M. Smith & Co. (Mchy. Dealers), Birmingham, Ala.—Wants 600 to 800 lb. steam hammer and 1000 lb. steam hammer.

**Steel Sheet Piling.**—C. A. D. Bayley & Co., Inc., Contrs., Citizens and Southern Bank Bldg., Atlanta, Ga.—Wants prices on steel sheet piling in lengths 20, 40 and 50 ft. to make up 113 ft. of each length, 40 and 20 ft. lengths drilled for and furnished with splice plates and bolts, according to manufacturers' specifications; quote f. o. b. shipping point prior to June 25.

**Steel Trusses.**—Malcolm E. Williams Construction Co. (Structural Contractors), 18 E. College St., Box 837, Asheville, N. C.—Wants prices on fabricated steel trusses for garages.

**Tobacco Pulverizer Machine.**—Lincoln Laboratories, Lincoln, Pa.—Wants machine to pulverize tobacco up to a 200 mesh; this should be a screen machine or a machine that you can put ground tobacco in top, pulverized coming out below.

**Wooden Boxes, etc.**—J. L. and W. K. Payne, Drakes Branch, Va.—Wants names and addresses of companies who handle wooden boxes, automobile spokes and handles of all kinds.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

## Bids Asked

**Air Corps Barracks Utilities.**—Office of Constructing Quartermaster, Selfridge Field, Mich.—Receives bids June 25 to erect 5 air corps barracks and utilities; specifications, etc., on application.

**Ammonium Hydroxide.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 21 for ammonium hydroxide.

**Automobiles.**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids June 28 to furnish 4 automobiles, for delivery to Depot Quartermaster, U. S. M. C., Philadelphia, Pa.; specifications, etc., on application; Sch. No. 18-1928.

**Barracks.**—Bureau of Yards and Docks, Navy Dept., Washington, D. C.—Receives bids June 22 for barracks building at Naval Station (Radio Point), Guantanamo Bay, Cuba; specifications, etc., on application.

**Bridge.**—Gulfport, Miss., receives bids for 2 bridges. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—St. Louis, Mo. See Construction News—Roads, Streets, Paving.

**Bridge.**—State of Missouri receives bids for 11 bridges. See Construction News—Roads, Streets, Paving.

**Bridge.**—State of Virginia receives bids for 10 bridges. See Construction News—Roads, Streets, Paving.

**Bridge.**—Baltimore, Md. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—State of North Carolina receives bids for 3 bridges. See Construction News—Roads, Streets, Paving.

**Bridge.**—State of Florida receives bids for 2 bridges. See Construction News—Roads, Streets, Paving.

**Cement.**—Board of Awards, Baltimore, Md., J. Henry Kraft, Pur. Agt.—Receives bids June 22 to furnish and deliver cement.

**China Ware.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 20 for china ware; specification No. 243-a.

**Cold Storage.**—Board of Awards, Baltimore, Md., C. H. Osborne, Chf. Bureau of Building—Receives bids June 22 for installing cold storage rooms in Baltimore City Hospitals, Eastern Ave., Extended.

**Coal.**—State Building and Confederate Home, Raleigh, N. C.—Receives bids July 5 for about 1500 tons soft coal and 50 tons of hard coal.

**Coal.**—Supply Dept., United States Shipping Board, Merchant Fleet Corp. Offices, either New York, Philadelphia, Baltimore, Norfolk or Washington, D. C.—Receives bids July 1 on its combined requirements of bunker coal at ports of Baltimore and Norfolk, estimated to be approximately 3500 tons per month, and on its separate requirements at each port, estimated to be 5000 tons at Baltimore and 4500 tons at Norfolk per month, for the period from about July 1, 1927 to April 30, 1928; bids received at Room 1713, Navy Bldg., 19th and B Sts., Washington, D. C.; information on application.

**Colorimeter, etc.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 21 for colorimeter and case.

**Curtains.**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids June 20 for 1 pair of theatrical curtains; specifications, etc., on application; Sch. No. 717.

**Disposal Plant.**—See Sewers.

**Drainage.**—Drainage Comms. of Sulphur Drainage District No. 3, of parish of Calcasieu, at office of board, Rooms 4-5 Frank Bldg., Lake Charles, La.—Receives bids June 25 for deepening and widening of following sections of drainage canals comprising estimated excavation of 55,114 cu. yds. of earth, together with clearing of right of way of timber where necessary: 1. Choupique ditch 6918 cu. yds.; 2. Houston ditch 36,776 cu. yds.; 3. Houston ditch 11,420 cu. yds.

**Dredging.**—U. S. Engineer Office, Wilmington, Del.—Receives bids June 23 for dredging of entrance to Inland Waterway from Delaware River to Chesapeake Bay, Del. and Md., (Chesapeake and Delaware Canal); information on application.

**Dredging.**—U. S. Engr. Office, Providence, R. I.—Receives bids July 1 for dredging and rock removal in Pawtucket River, R. I.; information on application.

**Dredging.**—U. S. Engr. Office, Wilmington, Del.—Receives bids July 6 for dredging Woodbury and Mantua Creeks, N. J.; information on application.

**Drinking Cups.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 27

for paper drinking cups; specifications, etc., on application.

**Driveway, etc.**—Treasury Dept., Office of Supervising Archt., Washington, D. C.—Receives bids June 28 for concrete driveway and driveway catch basin with tile drain to sewer, at U. S. post office, Geneseo, Ill.; specifications, etc., on application.

**Drugs.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 20 for drugs; specifications, etc., on application.

**Electric Plant Equipment.**—City Comsn. of Jacksonville, Fla., Frank H. Owen, Chrmn.—Receives bids June 27 for furnishing following equipment for light plant on Talleyrand Ave. and for substations: Scofield Engineering Co., Const. Engrs., Philadelphia, Pa.:

- (1) Current Lighting Reactors.
- (2) Power Transformers.
- (3) Switchboard Equipment.

**Electrical Supplies.**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids June 21 to furnish electrical supplies, for delivery to Quantico, Va.; specifications, etc., on application; Sch. 718.

**Engine Lathe.**—Bureau of Supplies and Accounts, Navy Dept., Washington, D. C.—Receives bids June 21 for engine lathe; specifications, etc., on application.

**Entrance Gates, etc.**—Treasury Dept., Office of Supervising Archt., Washington, D. C.—Receives bids June 22 for entrance gates, wing-walls, sentry house, etc., for Federal Institution for Women, Alderson, W. Va.; specifications, etc., on application.

**Entrance Steps, etc.**—Treasury Dept., Office of Supervising Archt., Washington, D. C.—Receives bids June 20 for granite entrance steps, etc., U. S. post office, Prescott, Ark.; specifications, etc., on application.

**Floss Ligature, etc.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 24 for floss ligature, floss tape, plain gauze, cotton napkins; specifications, etc., on application.

**Food Cutters.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 22 for food cutters; specifications, etc., on application.

**Footway.**—Baltimore, Md. See Construction News—Roads, Streets, Paving.

**Forage.**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids June 24 to furnish forage; specifications, etc., on application; Schedule No. 16-1928.

**Gas System.**—City of Rayville, La., Geo. Wesley Smith, Mayor—Receives bids July 5 for natural gas franchise.

**Gasoline, Kerosene and Fuel Oil.**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids June 23 to furnish gasoline, kerosene and fuel oil; specifications, etc., on application; Schedule No. 15-1928.

**Gravel.**—Minden, La. See Construction News—Roads, Streets, Paving.

**Gravel.**—Jennings, La. See Construction News—Roads, Streets, Paving.

**Heating System.**—Treasury Dept., Office of Supervising Archt., Washington, D. C.—Receives bids June 29 to furnish labor and materials and performing all work for improving existing facilities, etc. (new heating system), at U. S. Quarantine Station, Galveston, Tex.; specifications, etc., on application.

**Hospital.**—U. S. Veterans Bureau, Room 791 Arlington Bldg., Washington, D. C.—Receives bids July 5 to furnish labor and materials and performing all work for tile floors in kitchen and mess building at U. S. Veterans' Hospital No. 57, Knoxville, Iowa; information on application.

**Jetties.**—U. S. Engineer Office, 13th Floor, Custom House, Boston, Mass.—Receives bids June 29 for breakwater extension and repair of jetty at Saco River, Maine; information on application.

**Kerosene.**—Bureau of Supplies and Accounts, Navy Dept., Washington, D. C.—Receives bids June 21 for delivering kerosene to Naval Academy, Annapolis, Md., and Naval Powder factory, Indian Head, Md.; information on application.

**Lard Trays and Paper Bags.**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids June 18 to furnish lard trays and paper bags, for delivery to Quantico, Va.; specifications, etc., on application.

**Laundry Machine.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 24 for laundry machinery.

**Laundry Washer.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 23 for laundry washer.

**Lighting System.**—Board of Public Service, St. Louis, Mo.—Receives bids June 28

for installing complete street lighting system in District E; specifications, etc., from Room 311 City Hall.

**Lockkeepers' Houses.**—U. S. Engineer Office, Pittsburgh, Pa.—Receives bids June 24 for building lockkeepers' houses at Lock No. 5, Allegheny River; information on application.

**Lock Gate.**—U. S. Engineer Office, Pittsburgh, Pa.—Receives bids July 1 for furnishing and delivering one upper and one lower lock gate for Lock No. 15, Monongahela River; information on application.

**Lumber.**—Charles E. Gross, County Auditor, Dallas, Tex.—Receives bids June 20 for 2 cars of uniform band-sawed white oak lumber; 1 car 2x12-16; one car 3x12-16; f. o. b. Dallas.

**Mailing Platform.**—Treasury Dept., Office of Supervising Archt., Washington, D. C.—Receives bids June 24 for remodeling mailing platform, installing new lift, etc., at U. S. Post Office, Johnstown, Pa.; specifications, etc., on application.

**Miscellaneous Supplies.**—Office of General Purchasing Officer, Washington, D. C.—Receives bids June 27 to furnish manilla rope, seizing wire, copper and brass tubing, canvass coats, paints, etc.; specifications, etc., on application; Cir. 2443.

**Miscellaneous Supplies.**—General Purchasing Office, Panama Canal, Washington, D. C.—Receives bids June 24 for steel, shaft plations, tie plates, copper fittings, bronze, hydrants, reed chairs, fixtures, southern yellow pine or douglas fir timbers, etc.; circular No. 1898; information on application.

**Night Flying Lighting System.**—Office of Constructing Quartermaster, Fort Monroe, Va.—Receives bids June 21 for furnishing labor, equipment and material required for night flying lighting system at Langley Field; information on application.

**Petrolatum Liquid.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 20 for petrolatum liquid; specifications, etc., on application.

**Pipe (Cast Iron).**—See Sewers.

**Pipe (Concrete).**—A. M. Wolfe, Clk., Sebring, Fla.—Receives bids June 21 for following pipe: 1360 ft. of 15-in., 126 ft. of 18-in., 2420 ft. of 24-in., 378 ft. of 30-in., 1350 ft. of 36-in.; E. M. Clawson, City Engr.

**Police Uniforms.**—Comms. Washington, D. C.—Receives bids June 28 for furnishing uniforms for members of Police and Fire Dept.; information on application.

**Portland Cement.**—Fiscal Court of Daviess county, Owensboro, Ky.—Receives bids June 21 for standard portland cement, f. o. b. cars; specifications, etc., on application.

**Post Offices.**—Treasury Dept., Office of Supervising Archt., Washington, D. C.—Receives bids July 20 to construct U. S. post office and court house at Jamestown, N. D.; bids July 6 to construct U. S. post office at Batavia, Ill.; bids June 22 to construct U. S. post office at Bayonne, N. Y.; bids June 28 to construct U. S. post office at Tomah, Wis.; specifications, etc., on application.

**Pumping Station and Filter Plant.**—Central Power and Light Co., San Antonio, Tex.—Receives bids July 7 for pumping station and filter plant and installing 20-in. supply main at Laredo, Alford, Burdick & Howson, Engrs., 1417 Hartford Bldg., Chicago, Ill., including the following:

- (1) Chlorinator.
- (2) Electric Light and Power Wiring.
- (3) Filtration Equipment — (4 1.5 M. G. D. units).
- (4) Meters (Venturi).
- (5) Pipe (Cast Iron) and fittings and installation of cast iron pipe fittings and valves.
- (6) Pumps, etc.—motor driven centrifugal and pumping station and filter plant structures.
- (7) Tank.

**Refrigerating Plant.**—See Smoke Stack.

**Road.**—State of Florida receives bids for 4 roads. See Construction News—Roads, Streets, Paving.

**Road.**—State of North Carolina receives bids for 22 roads. See Construction News—Roads, Streets, Paving.

**Road.**—Catlettsburg, Ky. receives bids for 9 roads. See Construction News—Roads, Streets, Paving.

**Road.**—Jennings, La. See Construction News—Roads, Streets, Paving.

**Road.**—State of Georgia receives bids for 2 roads. See Construction News—Roads, Streets, Paving.

**Road.**—State Highway Dept., Dover, Del.—Receives bids July 6 for 4 roads: Cont. 83—4.44 ml. Hartly-Kenton, 6900 cu. yd. cement concrete or cement concrete (slag aggregate), 2400 lin. ft. wood shoulder curb, 3500 cu. yd. excavation and borrow; Cont. 84—3.2

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

mi. gravel, Kitt's Hammock Road; Cont. \$5 -700 ft. surfacing over Fishing Creek (Thompsonville Road), 220 tons broken stone base course, 200 tons amiesite surface course; Cont. \$6 -71 mi. Bethany Beach Gov't. Road, 1050 cu. yd. stone cement concrete or cement concrete (slag aggregate), 1400 cu. yd. excavation and borrow; plans on file.

**Road.**—State of Virginia receives bids for 5 roads. See Construction News—Roads, Streets, Paving.

**Road.**—Towson, Md. receives bids for 10 roads. See Construction News—Roads, Streets, Paving.

**Road.**—State of Missouri receives bids for 29 roads. See Construction News—Roads, Streets, Paving.

**Road.**—State of Virginia. See Construction News—Roads, Streets, Paving.

**Road.**—Minden, La. See Construction News—Roads, Streets, Paving.

**Road.**—State of Texas receives bids for 6 roads. See Construction News—Roads, Streets, Paving.

**Road.**—Galveston, Tex. See Construction News—Roads, Streets, Paving.

**Road.**—Gulfport, Miss. receives bids for roads and paving. See Construction News—Roads, Streets, Paving.

**Road.**—State of Maryland receives bids for 4 roads. See Construction News—Roads, Streets, Paving.

**School Furniture and Equipment.**—J. S. Clark, Pres., Southern University, Baton Rouge, La.—Receives bids June 25 for furniture and equipment for new science building and auditorium; information on application.

**Sewers.**—City of Florence, S. C., H. K. Gilbert, Mayor.—Receives bids June 23 for 26,400 ft. of 8-in. sanitary sewer; 5000 ft. of 10 and 12-in. sanitary sewers; 60 manholes; A. L. Ervin, Engr., Barringer Bldg.

**Sewers.**—City, Jess P. Ferrill, Mgr., Haines City, Fla.—Receives bids June 29 for following: 4 mi. of sanitary sewers, 8, 10 and 12-in. and 15-in.; 1 mi. of 6, 8 and 10-in. cast iron force main; 3 sewage pumping stations and disposal plant; Wiedman & Singleton, Const. Engrs., 1404 Candler Bldg., Atlanta, Ga.

**Shellac.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 23 for shellac; specifications, etc., on application.

**Sidewalk.**—South Jacksonville, Fla. See Construction News—Roads, Streets, Paving.

**Sewers.**—District Commrs., Washington, D. C.—Receives bids June 21 for 11,265 ft. of sewer, 7, 9, 10-in. in diam.; information on application.

**Slicing Machine.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 28 for slicing machine; specifications, etc., on application.

**Smoke Stack, etc.**—Mississippi State College for Women, R. L. Bown, Sec. Bldg. Comsn., Columbus, Miss.—Receives bids June 30 for smoke stack and refrigeration plant for college; specifications from P. J. Krouse, Archt., Meridian.

**Storehouse.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids July 12 for furnishing all labor and materials and construct storehouse at U. S. Veterans Hospital, No. 97, Chillicothe, Ohio.

**Street Improvement.**—St. Louis, Mo. See Construction News—Roads, Streets, Paving.

**Street.**—Tampa, Fla. See Construction News—Roads, Streets, Paving.

**Street.**—Miami Beach, Fla. See Construction News—Roads, Streets, Paving.

**Sulphuric Acid.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 20 for sulphuric acid; U. S. P.; specifications, etc., on application.

**Surgical Instruments.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 21 for surgical instruments; specifications, etc., on application.

**Trucks.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 20 for trucks; specifications, etc., on application.

**Tumblers.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 20 for tumblers; specifications, etc., on application.

**Truck Tray.**—U. S. Veterans Bureau, Washington, D. C.—Receives bids June 20 for truck tray; specifications, etc., on application.

**Water Piping.**—Treasury Dept., Washington, D. C.—Receives bids July 7 for removing old water piping and installing new water piping, etc., in U. S. Post Office and Courthouse, Greenville, S. C.; information on application.

**Water Works.**—City of Galesburg, Ill., Ben J. Hoff, Jr., Clerk.—Receives bids June 27 to construct a water works pumping station, cost \$65,000; specifications, etc., on application.

**Water Works.**—Bureau of Yards and Docks, Navy Dept., Washington, D. C.—Receives bids June 22 for 500,000 gal. reinforced concrete reservoir at Marine Barracks, Parris Island, S. C.; information on application; Sch. 5492.

**Water Piping.**—Treasury Dept., Supervising Archt.'s Office, Washington, D. C.—Receives bids July 8 to remove present water supply piping and furnish and install new brass water supplying piping at U. S. post office, and court house, Raleigh, N. C.; specifications, etc., on application.

**Water, Sewer and Steam Distribution System.**—Director, U. S. Veterans Bureau, Constr. Div., Room 791, Arlington Bldg., Washington, D. C.—Receives bids June 28 for outside water, sewer and steam distribution system, U. S. Veterans Hospital No. 60, Oteen, N. C.; drawings and specifications from Constr. Div.

**Wharf.**—Alabama State Docks Comsn., State Office Bldg., Mobile, Ala.—Receives bids June 30 for furnishing and constructing concrete apron wharf for portion of Pier 3; 2240 ft. long by 70 ft. wide, resting on concrete piers.

**Well Drilling.**—W. M. Lamberson, J. L. Klaus, J. E. Boggess, Macon, Miss.—Receives bids June 22 for drilling 12-in. well; specifications at office of city clerk.

**Port Director, R. S. Sterling, Chmn., 5th floor Court House, Houston, Tex.—Receives bids June 23 for:**

- (1) Battery Service.
- (2) Blue Printing.
- (3) Carbon Bisulphide.
- (4) Cold Process Asphalt Topping.
- (5) Engineering Supplies.
- (6) Gas, Oils, Fuel Oils, etc.
- (7) Stationery and Supplies.
- (8) Towel Service.

### Building Material and Equipment

**C. A. Pate, Owner-Builder, Box 447, Lufkin, Texas, wants prices on following for \$15,000 department store:**

- Flooring—tile.
- Metal Ceilings.
- Roofing—built-up.

**Malcolm E. Williams Construction Co., 18 E. College St., Box 837, Asheville, N. C., organized for purpose of general building contractors, specializing in warehouses, apartment houses and commercial buildings and are desirous of obtaining complete lines of manufacturers' catalogs, samples, prices, etc.**

**H. L. Cain, Archt., Grace Securities Bldg., Richmond, Va., wants prices on following for \$55,000 church, Roanoke, Va.:**

- Cast Stone.
- Flooring—composition.
- Metal Doors.
- Rolling Partitions.
- Roofing—built-up.
- Steel Sash and Trim.
- Wire Glass.

**Rev. R. E. Cummings, Chmn. Bldg Comm., Church of The Nazarene, Cookeville, Tenn., wants prices on following for \$10,000 building:**

- Flooring—linoleum.
- Metal Ceilings.
- Plaster Board.
- Rolling Partitions.
- Tile—hollow.

**W. P. Thurston Co., Inc., Contr., King and Malaga Sts., St. Augustine, Fla., wants prices on following for \$100,000 bank building, Tallahassee, Fla.:**

- Ash Hoist.
- Flooring—tile.
- Limestone.
- Mail Chutes.
- Tile—hollow, interior.
- Terra Cotta Trim.

Also sub-bids on:

- Electrical Work.
- Millwork.
- Painting.
- Plastering.
- Plumbing.
- Roofing (built-up) and Sheet Metal.
- Tile and Marble Work.

**John T. Waller, Archt., Hopkinsville, Ky., wants prices on following for armory, office and theater building:**

- Flooring—tile.
- Limestone.
- Metal Ceilings.
- Roofing—built-up.
- Sprinklers.
- Tile—hollow.

**Will N. Noonan Co., Archt., Bldrs. Exchange, San Antonio, Tex., wants prices on following for \$12,000 residence addition:**

- Electric Refrigerators.
- Flooring—hardwood, linoleum, tile.
- Roofing—asphalt, shingle.

**Leo M. J. Dielmann, Archt., 306 E. Commerce St., San Antonio, Tex., wants prices on following for \$16,000 rectory:**

- Flooring—tile, composition.

**W. R. Grimshaw Co., Contrs., 401 Kennedy Bldg., Tulsa, Okla., wants prices on following for \$70,000 Sunday school:**

- Flooring—linoleum, tile.
- Limestone.
- Roofing—tar and gravel.

**G. H. Hargitt, Archt., 5332 Vernon Ave., St. Louis, Mo., wants prices on following for \$27,000 dwelling:**

- California Stucco.
- Flooring—hardwood, tile.
- Incinerator.
- Limestone.
- Metal Doors.
- Roofing—tile.
- Tile—hollow.
- Terra Cotta Trim.

**Arthur L. Smith & Co., Contrs., 2525 Pennsylvania Ave. N. W., Washington, D. C., wants prices on following for \$82,700 dormitory at Charlotte Hall School, Charlotte Hall, Md.:**

- Asphalt Shingles.
- Metal Shower Stalls.

**H. V. Smith, Contr., 6247 Brookside Blvd., Kansas City, Mo., wants prices on following for \$15,000 dwelling:**

- Flooring—linoleum, tile.
- Mail Chutes.
- Metal Doors.
- Steel Sash and Trim.

**J. D. Walker, Contr., Bushnell, Fla., wants prices on following for \$5500 dwelling:**

- Flooring—hardwood, tile.
- Roofing—asphalt shingle.
- Tile—hollow.

**Collins Bros. Contracting Co., Biloxi, Miss., wants prices on following for \$270,000 4-story hotel:**

- Flooring—terrazzo and tile.
- Metal Doors.
- Roofing—built-up.
- Tile—hollow.

**Nevins & Oehmig, Archts., Ind. Life Bldg., Nashville, Tenn., wants prices on following for \$35,000 church, Sparta, Tenn.:**

- Flooring—hardwood.
- Limestone.
- Tile—cinder.

**Guy A. Carlander, Archt., Massie Bldg., Amarillo, Tex., wants prices on following for hospital, Tulsa, Tex.:**

- Cast Stone.
- Dumb Waiters.
- Electric Refrigerators.
- Flooring—hardwood, terrazzo.
- Incinerator.
- Roofing—built-up.
- Tile—hollow.
- Ventilators.

**Gunter Lumber Co., Shelbyville, Tenn., wants prices on following for 5-story rein. concrete office building:**

- Granite.
- T. F. Lockwood, Archt., Murrah Bldg., Columbus, Ga., wants prices on following for \$25,000 apartment house at Americus:

- Flooring—hardwood and tile.
- Roofing—built-up and asphalt shingle.
- Tile—hollow.

**A. J. Love & Co., Archts., Lynch Bldg., Tulsa, Okla., wants prices on following for \$20,000 school at Sand Springs:**

- Limestone.
- Metal Ceilings.
- Roofing—built-up.

**J. O. Rodgers, Supt. Clinch County Board of Education, Homerville, Ga., wants prices on following for school at Fargo:**

- Flooring—hardwood.

**Shenandoah Apple Products Corp., E. G. Grab, Gen. Mgr., Strasburg, Va., is erecting apple canning plant and wants:**

- Metal Siding.
- Roofing (Corrugated).
- Steel Sash.

**Tuscan Lodge No. 6, F. & A. M., Bartow, Fla., wants prices on following for \$60,000 temple:**

- Flooring—linoleum.

**H. E. Walden, Director of Athletics, Louisiana College, Pineville, La., wants prices on following for \$10,000 athletic field:**

- Tile—drain.

**Lang & Witchell, Archts., Amer. Exchange Bank Bldg., Dallas, Tex., want prices on following for \$85,000 parish house:**

- Cast Stone.
- Flooring—hardwood, tile.
- Plaster Board.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

## INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers, or subscribers, or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

### Now With F. J. Ryan & Co.

A. C. Scully, previously treasurer of the Lancaster Iron Works, Lancaster, Pa., has now become permanently connected with the organization of F. J. Ryan & Co. of Philadelphia, Pa., manufacturers of industrial heating apparatus, such as furnaces and ovens using electricity, oil, gas and coal, and will have full charge of all advertising for that firm.

### Industrial Survey of Dallas, Texas.

The Dallas Chamber of Commerce, Dallas, Texas, has employed the engineering firm of Lockwood, Greene & Co. of Boston, Mass., to make a comprehensive survey for Dallas. This survey will have as its objective the analysis of basic factors affecting industries in Dallas and in Texas. Its purpose is to assist existing industries and aid in the creation of new industries for which opportunities exist at present in that section. The survey will be made under the personal supervision of Chas. P. Wood of the New York office of Lockwood, Greene & Co.

### Buying Up Equipment of Abandoned Railroads.

Because of bus and truck competition with small railroads not a few of the latter have been obliged to suspend operation and dispose of their tracks and equipment. One of the firms which has made a specialty of buying such abandoned lines and disposing of their property is the Hyman-Michaels Company of Chicago and St. Louis, which has lately thus secured material from both steam and electric roads, including locomotives, cars, generators, rotary converters, etc., besides a great deal of track-building products, such as rails, splice bars, bolts, nuts and other items. This line of business has developed considerably in the last few years as the use of motor vehicles for transportation has increased.

### Thompson and Company Eighty Years Old.

A most interesting little booklet of 32 pages issued by Thompson & Co., manufacturers of industrial and technical paints, Pittsburgh, Pa., marks their 80th anniversary and announces the formal opening of their new plant at Oakmont, Pa., which took place on May 28. The business was begun in 1847 by William Eichbaum with a linseed crushing plant, but not long thereafter John Thompson and William Lyons formed a partnership and took over the business, control of which Mr. Thompson soon purchased. Later on Mr. Thompson took his sons into the business with the firm name of Thompson & Co., the young men being thoroughly trained in its operations. In time John Thompson left the entire management to his son, Edward Thompson, who is now president. From that time onward the crushing of linseed oil and the manufacture of high-quality paint products were developed. J. V. Thompson, elder son of Edward Thompson, is vice-president and general manager; prior to 1924 he was sales manager and treasurer. Louis C. Stuckrath is secretary-treasurer; Adam W. Tritsch, sales manager, and Thomas D. McCloskey, attorney. Walter G. Post is sales promotion manager. The new plant is ideally adapted to the manufacture of the company's products. Pictures of it appear in the booklet.

### La Plant-Choate Business Expanding.

The LaPlant-Choate Manufacturing Company, Inc., under a Delaware charter, has purchased the LaPlant-Choate Manufacturing Company of Cedar Rapids, Iowa, a partnership consisting of E. W. LaPlant and R. E. Choate. Its purpose is to carry on the business started by the partnership, and under the new organization \$100,000 additional capital is put into the business, which will be employed to enlarge production to meet increased demand for the company's products. No change in the active management is contemplated at this time, but additional strength and stability will be obtained by having four more business men of Cedar Rapids interested and on the board, which will now include E. W. LaPlant, R. E. Choate and H. N. Graves, formerly connected with the company, besides Walter L. Cherry of the J. G. Cherry Company, E. E. Pinney, H. L. Marshall and Keith Vawter, capitalists, the latter the former owner of the Redpath-Vawter Chataqua System. The officers are R. E. Choate, president; W. L. Cherry, vice-president; Keith Vawter, treasurer; H. N. Graves, secretary. The principal products of the company are all-steel tractor dump wagons, snow plows, bulldozers, low-loading trailers and house-moving equipment. Its present yearly output is approximately nine times what it was five years ago and much of it goes to foreign markets.

### Davison Chemical Co. Report—1926.

President C. Wilbur Miller of the Davison Chemical Company, Baltimore, Md., says in the introduction to the annual report for 1926 that the consumption of fertilizers in the United States has increased yearly, and the tonnage is now at the highest point; also that the company has sales ahead which predict for the coming year a larger volume of business than at any time since the war. During 1926 the company purchased practically all of the stock of five of its important customers, continues President Miller, who remarks that this insures an outlet for a large portion of the company's products in the future, with a fairer share of profit. The statement of results for the year shows: Gross manufacturing and trading profits, \$1,072,157.50; gross income, \$1,264,244.48; net operating profit after administrative and general expenses, \$745,537.14. The condensed consolidated balance sheet shows total assets of \$28,817,459.39.

### Electric Siren.

A new electric siren for fire trucks, ambulances, motor boats, yachts, etc., has been announced by the Federal Electric Company, 8700 South State street, Chicago, Ill. The siren is of "streamline" design, and all visible parts, including the bracket and the base, are heavily nickel-plated. It is entirely enclosed, is weatherproof and is extremely simple in construction. The motor housing and horn are of spun brass. The base is cast brass. The stator and rotor are die cast from high-grade aluminum. The Universal motor may be had in any voltage from 6 to 250 volts, inclusive. The siren may be adjusted either horizontally or vertically. This siren may also be had in brass finish lacquered. It has a sound radius of  $\frac{1}{4}$  mile.

### Offices Moved to Chicago.

The National Paving Brick Manufacturers' Association has removed its offices from Cleveland, Ohio, to 332 South Michigan avenue, Chicago, Ill. This change took place May 23.

### Change of Name.

Waterous Company is the new name of the Waterous Fire Engines Works, St. Paul, Minn., the change having been recently decided upon. The company manufactures rotary pumps, fire hydrants, etc.

### Two Link-Belt Appointments.

The Link-Belt Company, Chicago, Ill., has appointed R. P. Shlumin to be assistant to the chairman and the president at 910 South Michigan avenue, in that city. Frank B. Caldwell has been appointed sales manager at the Chicago plant office, 300 West Pershing Road; he will have supervision of all sales activities in the Western division.

### Harnischfeger Adds Five Salesmen.

The Harnischfeger Sales Corporation of Milwaukee, Wis., distributor for the Harnischfeger Corporation of that city, manufacturers of shovels, draglines, cranes, excavators, etc., has announced that, due to increased volume of business, it has added to its organization R. S. Breymann, M. A. Germond, D. Graze, Deane S. Holt and J. C. Yetter.

### Several Industries in North Carolina.

"The Wachovia," published monthly by the Wachovia Bank and Trust Company, Winston-Salem, N. C., contains several interesting articles in its June number about industries in that Commonwealth, developed and undeveloped. It is remarked that North Carolina's industries are not limited to cotton and tobacco and furniture manufacture, but that one of the State's most promising and yet least known industries is quarrying granite and limestone, besides manufacturing brick and other clay products. Among the plants illustrated are the hollow-tile plant of the Borden Brick and Tile Company, at Sanford; the brick plant of the Shale Brick Company, at the same place, and the Mount Airy granite quarries at Mount Airy. There is also a picture of the Guilford county courthouse at Greensboro, which was built of granite from those quarries.

### York Ice and Refrigerating Machinery.

The York Manufacturing Company, York, Pa., reports for the month of May a total of 298 sales and installations of their ice-making and refrigerating machinery throughout the United States, including 68 at various points in the South as follows: Ashdown, Fort Smith, Mansfield and Nashville, Ark.; Bowling Green, Live Oak, McIntosh and Tampa, Fla.; Augusta, Brunswick, Dallas and Savannah, Ga.; Beattyville, Louisville and Newport, Ky.; Baton Rouge, Merrierville and New Orleans, La.; Freestburg, Laurel, Pikesville and Pocomoke City, Md.; Chain of Rocks, Hannibal, Kennett, St. Louis and Sedalia, Mo.; Charlotte, Durham, Fuquay Springs, Greenville and Salisbury, N. C.; Drumright, Enid, Forgan, Oklahoma City and Waunette, Okla.; Alken, S. C.; Clarksville, Cookeville, Nashville and Newport, Tenn.; Abilene, Amarillo, Big Spring, Dallas, Greenville, Justin and Schulenberg, Texas; Charlottesville, Chuckatuck, Norfolk and Norton, Va.; Benwood, Bluefield, Minersville, Spencer, Williamson and Woodbay, W. Va. At several places two or more sales and installations were made.

**Facts About Gypsum Plaster.**

A "Brief on Gypsum Plaster," by H. J. Schweim, has been published by the Gypsum Industries, 844 Rush street, Chicago. It is in three sections, viz., General Data; Acoustics; Soundproofing. It contains much valuable information for architects, engineers and others, and copies will be sent to them on request to the address given herein.

**Diesel Engines for Gins, Power Plants, Etc.**

The F-M News, a semi-monthly paper issued by Fairbanks, Morse & Co. of Chicago, contains much interesting matter in its June number, as, for instance, several illustrated contributions concerning installations in the South. On the first page is mention of track scales installed at Jonesboro, Ark., for the St. Louis-San Francisco Railway and at Memphis, Tenn., for the Southern Cotton Oil Company. The pictured articles include one about Fairbanks-Morse Diesel engines in the municipal power plant at Collinsville, Okla.; another of a Diesel installation for the Lorain Gin Company at Lorain, Texas; a third for the Northeast Arkansas Gin Company at Manila, Ark., and a fourth for the Gaddis & McLaurin Gin at Bolton, Miss. Other contributions cover in-

stallations at the gin of Goad & Forest, Pendleton, Texas; also in the municipal water and light plant at West Point, Miss., and elsewhere. It is noted that Diesel engines are used on three river boats which operate in and out of Mobile, Ala.

**Simonds Buys Grinding Wheel Company.**

The Simonds Saw and Steel Company, Fitchburg, Mass., has purchased the plants and business of the Abrasive Company of Philadelphia, Pa., and Hamilton, Ont., manufacturers of grinding wheels, including the Borolon wheels, for grinding steel and metals of high tensile strength, and Electron wheels, for grinding cast iron, brass, bronze and metals of high tensile strength; also abrasive cloths and papers. The Simonds Company, established in 1832, is one of the oldest and largest manufacturers of saws, files and machine knives owning and operating its own steel mill, which, besides making steel for the company's own products, also produces sheet and bar steel for the commercial market. The Abrasive Company has a complete sales organization, and its products will continue to be sold through the same channels as heretofore.

**Seventy-five Years a Successful Industry.**

A special section of 20 pages of the Macon Telegraph of Wednesday, June 1, is entirely devoted to covering the 75th anniversary of the J. S. Schofield's Sons Company, manufacturers of engines, boilers, high-grade machinery, mill supplies and machinists' supplies, in that city. It is more or less historical and is full of timely interest, especially as it chronicles the beginning and progress of the organization, which was established in 1852 by John Shepley Schofield, who was a native of England and who died in 1891. The publication is illustrated throughout with views representing various activities of the firm, and the several narratives give differing sidelights on the business from its earliest days up to the present. John S. Schofield, Sr., one of the sons of the family, is now head of the company, to which he has devoted 48 years of service, and among the other officers are J. Newton Barnes, vice-president and secretary; Carl H. Schofield and Jesse B. Hart, vice-presidents, and J. S. Asbell, treasurer. The entire story is one of inspiration and achievement of a thriving industry. There are now over 300 employees.

**White Way Installation for Picayune, Miss.**

Picayune, Miss.—Henry A. Mentz of Hammond, La., has been engaged as consulting engineer for the installation of a white way at Picayune, to consist of approximately 50 posts of modern design, with prisms, glassware, regulator, control apparatus and other necessary equipment. Contract for the work is expected to be awarded soon.

**"My Oklahoma."**

My Oklahoma, published monthly by Oklahomans, Inc., Oklahoma City, Okla., was recently established, the first issue being for April. William S. Key is the general manager. Two copies of the magazine have been received by the MANUFACTURERS RECORD, the last being for May. The cover page of the latter is a fine sample of Indian art, having been done in colors by Steve Mopope, a young Kiowa Indian, one of several Indian boys of the same tribe who are special art students at the University of Oklahoma at Norman. The magazine contains entertaining and valuable articles concerning the varied progress of Oklahoma and there are sundry fine pictures accompanying them.

**No Plans Yet for Holt-Granite-Puritan Mills.**

The Cone Export and Commission Company of Greensboro, N. C., which recently took over the mills at Haw River and Fayetteville, N. C., of the Holt-Granite-Puritan Mills Co., advises the MANUFACTURERS RECORD that it has not as yet made any definite plans for the operation of the plants, nor is it prepared to state what improvements will be made. The properties were recently sold by order of the court and were bought by C. C. Hudson of Greensboro, who later negotiated a sale to the Cone interests. The mill at Haw River is equipped with 21,392 ring spindles, 722 narrow looms, dyeing, finishing and bleaching departments for the production of gingham, plaids, chambrays, chevots and 12 to 26 single warps, while the Fayetteville mill is equipped with 10,196 spindles, 434 looms and dyeing department for the production of yarns and fancy dress gingham.

J. C. Harris, Arcadia, Fla., has been engaged by the De Soto County Commissioners, it is reported, to prepare plans and specifications for a new county hospital to cost about \$300,000.

**Railroad Engines Haul 6½ Tons a Mile for Each Pound of Coal Consumed.**

"The railroads of the United States in 1926 for every ton of freight and equipment hauled one mile used an average of approximately two and one-half ounces of coal," according to L. K. Sillcox, chairman of the Mechanical Division of the American Railway Association and General Superintendent of Motive Power of the Chicago, Milwaukee and St. Paul Railway, addressing the opening session of that division at Montreal, Canada, last. "This means," he went on to say, "that for every pound of coal or its equivalent used, the railroads hauled six and one-half tons of freight and equipment one mile. This is a record never before equaled and is a striking example of improved railway efficiency."

"There is no definite data to show to what extent the nature of repairs to locomotives contributed to the reduction in the use of fuel, but it is a well-known fact that a high degree of general locomotive maintenance and boilers in first class condition produced results from a fuel standpoint that are beneficial to the cost of operation and to transportation service as a whole. One of the first duties of successful management is the maximum utilization of every engine. That the roads are succeeding in this is shown by the fact that the average miles per day per active locomotive of the Class 1 railroads in 1926 was 85 miles for freight locomotives and 152 miles for passenger locomotives. In 1923 the average for freight locomotives was 81.6 miles and for passenger locomotives, 142.6 miles. Since 1922 there has been an increase of more than 7 per cent in the average road speed, an increase of more than 18 per cent in the gross tons per train and an increase of nearly 28 per cent in the gross ton miles per train hour, while at the same time there has been a decrease of nearly 19 per cent in the amount of fuel consumed in hauling one thousand tons of freight and equipment a distance of one mile."

**New Orleans Red Book.**

The New Orleans Association of Commerce, Wilson S. Callender, publicity secretary, has issued for 1927 its "Red Book and Buyers' Guide" to New Orleans commerce. The book is a valuable and useful ready reference compendium of the city and its business, besides being an excellently arranged directory. It is appropriately illustrated. A letter from Mr. Callender says: "The river is high, but New Orleans is dry."

## A Louisiana Banker's Hopeful View of the Situation and of Administration Activities.

Commercial National Bank of Shreveport.

Shreveport, La., May 28.

*Editor Manufacturers Record:*

In reading your comments on the flood situation, I have been wondering if your interpretation of the needs of the same, coupled with your recommendation for an extra session of Congress at this time, is not just a little faulty.

This I submit as a Democrat and a native of this section, in harmony with what, I am sure, is the same great objective that directs your own splendid influence as a whole. Certainly, none could for a moment doubt the deep sincerity and the ability with which you have addressed yourself to the defense of the South, wherever needed, and the promotion of its interests before the world in all its causes. In doing so, you have furnished in no doubtful terms a quality of intelligent leadership probably unequalled elsewhere at this time, and that certainly imposes a debt of obligation upon every citizen of the South. But, sometimes our zealotry might carry us into error.

As a member of the board of directors of the United States Chamber of Commerce, I was greatly impressed in our recent meeting with the interest indicated by the Coolidge Administration in general, and by Secretary Hoover in particular, in what I recognized as a firm resolve on their part to bring relief to the people of this stricken territory, and of their further determination to see that adequate protection is provided against a repetition of this tragic flood, that has become one of the greatest peace-time disasters in American history. To my mind, their purpose is sincere and complete. Being asked, as one directly in touch with the situation, as to the advisability of a special session of Congress, I counseled against it, for the reason I did not feel the time was opportune.

First, it seems to me that the subject should be kept free from any taint of factional or political controversy, and that by all means accurate information is necessary before plans can be formulated that would determine the character of the program involved or the extent of the same. In the absence of such information, I do not see how Congress can proceed in pursuit of any program along constructive lines.

Engineers cannot gather facts of value until the receding waters have made it possible for such investigation and inspection to be made as will develop the data necessary on which such plans can be based. This will require considerable time, and in the meanwhile it seems to me that we have every assurance that not only is the Administration soundly interested, but the country itself is thoroughly aroused and is firmly resolved that future floods shall be averted at any cost.

I have just concluded a rather extensive trip into sections of the West, North and East, and wherever I have journeyed had opportunity to discuss this important subject, with individuals or groups of men, there has been no contrary note from any sources whatsoever to the unanimity of feeling that the work must be done, and thoroughly done, as promptly as possible, by the Federal Government and out of the Federal purse.

Personally, I am disposed to take these expressions at face value and feel that all factors responsible for the completion of this, the greatest program the American people ever attempted outside the stress of war, will be carried to a successful conclusion, and with an efficiency and completeness limited only by the ability of the Government and the Administration to function.

R. T. MOORE.

To this the editor of the MANUFACTURERS RECORD replied as follows:

"Please understand that I have endeavored over and over again to impress upon our readers that I had no thought whatever that a special session of Congress would make

plans for permanent improvement of the Mississippi River situation. A special session could give immediate relief to the flood sufferers by a liberal appropriation for putting them all back on their feet financially, a duty which I hold the Federal Government owes to these people.

"A special session could at the same time authorize the appointment by the President of a commission of civil engineers, Army engineers, geologists and others to study every phase of the problem and make a report at the earliest date possible as to what permanent work must be done to forever prevent such a disaster. I do not think that such a commission can be appointed by the President without authority of Congress or a Congressional appropriation for its expenses, for it must include the ablest men in America and, of course, they must receive adequate pay. Their expenses will be heavy. The work will involve the geology of the entire region, forestry conditions, drainage operations and every branch of levee work and spillways. It is a gigantic task and if a commission were appointed at the present time I doubt if it could make a report even by the next regular session of Congress in December.

"It is for these reasons that I have felt that a special session should be called immediately and in this I have the enthusiastic endorsement of a very considerable proportion of the Senators and Representatives in Congress. If you and others have thought that a special session should take up a decision as to permanent relief, I am not surprised at your opposition to such a special session.

"If we wait until the regular session of Congress, we must remember that that will be held immediately prior to a Presidential election. Red-hot politics will be injected into every subject before that session of Congress. Moreover, it is well nigh impossible to get great matters of this kind adequately studied and passed on at a regular session of Congress, especially one just before a Presidential election; whereas, a special session could unquestionably vote an appropriation sufficiently large to meet the actual needs of reconstruction work in the whole flooded district and this too without involving politics.

"It is true that the entire country is at present tremendously interested in this question, and I believe would enthusiastically endorse voting a large appropriation from an overflowing treasury for relief work; but, will not much of this feeling have died out before Congress meets in December, and will it not then be impossible to carry out the work that could be carried out in a special session, and the money could be expended now while it is most needed?

"It is impossible for the Red Cross to find money enough to cover this whole situation and put these people back on their feet financially, a duty which I believe the Federal Government owes absolutely to them because of its complete failure in the past to make sure that such a flood condition could not prevail."

## Spillways, Reservoirs and Levees Will All Be Needed, Says This Planter.

Iuka Plantation,

Hosston, La., May 23.

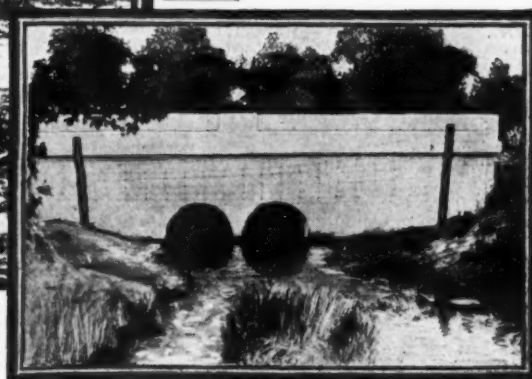
*Editor Manufacturers Record:*

While my plantation is in the Red River Valley, I am glad to advise that our vicinity was not damaged in the least. Having been a levee builder I am somewhat familiar with floods on the Mississippi and other rivers, and naturally have an opinion about the remedy; but from the fact that engineers as a rule do not take kindly to laymen's suggestions I will desist. However, I know that to prevent a recurrence, all the spillways, reservoirs and levees that may be constructed are necessary. Am enclosing P. O. order for your Blue Book of Southern Progress. I prize the MANUFACTURERS RECORD and Blue Book very highly.

W. R. CAWETT.



Types of Cast Iron  
Culvert Installations

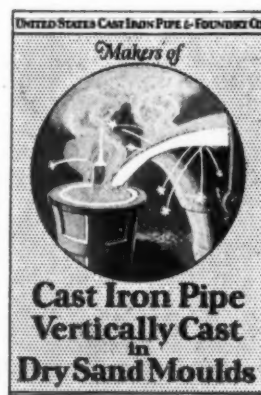


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# FINANCIAL NEWS

## Bond Issues Proposed

Ala., Birmingham—School—City, C. E. Armstrong, City Comptroller, receives bids July 12 for \$1,495,000, \$1,000 denom. not to exceed 4½% bonds.

Ala., Mobile—Street—City, S. H. Hendrix, Clk., receives bids July 5 for \$1,000,000 5% \$1000 denom. bonds. 5-26

Fla., Bonifay—State Legislature authorized \$100,000 bond issue for road through Holmes County.

Fla., Brooksville—Hernando County plans \$200,000 bond election in near future. Address County Comms.

Ga., Decatur—School—DeKalb County, Southwest, Special School Dist., voted \$65,000 bonds; Paul F. White, Sec. of Dist.

Fla., DeLand—Road—Governor John W. Martin, authorized Ocean Shore Improvement Dist. to issue and sell \$265,000 bonds for Ocean Shore Blvd.; trustees of Dist. will call election within few months.

Fla., Miami—Courthouse—Dade County Comms. receive bids July 6 for \$2,500,000 5% \$1000 denom. bonds. 5-26

Fla., Stuart—School—Martin County plans voting first part of July on \$271,000 bonds: \$250,000, Dist. No. 2, including Stuart; \$21,000, Dist. No. 3, including Olympia. Address County Board of Public Instruction.

Fla., Tavares—School—Lake County Board of Public Instruction, J. M. Lowry, Chmn., receives bids June 22 for \$300,000 5½% \$1000 denom. Special Tax School Dist. No. 21 bonds. 5-5

Fla., Vernon—Road—Legislature authorized sale of \$500,000 Washington County bonds. Address County Comms.

Ga., Hoboken—School—Hoboken Consolidated School Dist. defeated \$20,000 bond issue. Address Pres. Board of Trustees. 5-26

Ga., Waycross—Municipal Improvement—City votes July 19 on \$275,000 bonds: \$230,000, additional sewer mains and connections; \$40,000, water works improvement; W. E. Lee, Clk.

La., Coushatta—Road—Red River Parish Police Jury postponed \$314,500 bond sale until later date; W. L. Mangham, Sec.

La., Mansfield—Sewage Disposal Plant—Town votes July 5 on \$80,000 bonds; J. S. Ament, Engr.; Swanson-McGraw, Inc., Const. Engr., Balter Bldg., New Orleans.

Md., Annapolis—State, John M. Dennis, Treas., considering selling \$403,879 school funds securities; Albert C. Ritchie, Gov.

Md., Ellicott City—Funding—Howard County, Comms., Michael J. Sullivan, Clk., receive bids July 12 for \$200,000 4½% \$1000 denom. bonds.

Md., Rockville—Montgomery County Comms., Berry E. Clark, Clk., receive bids June 28 for \$948,000 4½% \$1000 denom. bonds: \$450,000, school; \$400,000, road; \$60,000, police station; \$22,000, Thirteenth Election Dist., First and Third Precincts roads; \$16,000, lateral road; B. C. Perry, Pres. 6-9

Md., Snow Hill—School—Town defeated \$300,000 bond election. Address School Board. 6-2

Miss., Blue Mountain—School—Palmer Consolidated School Dist. voted \$10,000 bonds. Address Board of Trustees.

Miss., Pascagoula—Road Protection—Jackson County Road Protection Comn. will sell \$600,000 bonds in July.

Miss., Vicksburg—Bridge—Warren County Board of Suprs., J. G. Sherard, Clk., receives bids June 30 for \$60,000 \$1000 denom. not to exceed 6% coupon bonds.

Mo., Kansas City—Airport—City, H. F. McElroy, Mgr., plans \$1,000,000 bond issue this fall.

Mo., Marshfield—Road—Bridge—Webster County Court may call \$300,000 bond election. Address County Comms.

Mo., Union—Park—City, Edwin Hoemann, Clk., voted \$10,000 bonds.

N. C., Durham—School—City ratified proposed \$1,225,000 bond issue; Frank M. Martin, Supt. Board of Education; plans selling bonds. 5-12

N. C., Henderson—Water Works—City, S. B. Burwell, Clk., receives bids June 20 for \$200,000, \$1000 denom. not to exceed 6% bonds.

N. C., Kenilworth—Street—Town, A. S. Ward, Clk., plans \$40,000 bond issue.

N. C., Lenoir—Road—Caldwell County Comms. authorized \$50,000 bond issue.

N. C., Winston-Salem—Municipal Improvement—City, Board of Aldermen plans \$1,425,000 bond issue for streets, sewer extension, surface and drainage, water works enlargement.

Okla., Alva—Road—Woods County votes July 12 on \$800,000 bonds. Address County Comms. 5-26

Okla., Anadarko—Road—Caddo County voted \$1,225,000 bonds. Address County Comms. 5-12

Okla., Carter—Water Works—City voted \$30,000 bonds. Address City Clk.

Okla., Earlsboro—City voted \$225,000 water and sewer bonds. Address City Clk.

S. C., Greenville—Road—Greenville County, H. P. Dill, County Supv., reported considering selling \$1,200,000 bonds to pave Augusta and Piedmont roads.

S. C., Greenville—City, Richard F. Watson, Mayor, considering \$275,000 bond election; \$250,000, street paving; \$25,000, nurses' home at City Hospital and bridge.

S. C., Greenville—Water Works—Town, W. H. Cassell, Mayor, may call election on \$65,000 bonds.

Tenn., Benton—Road—Polk County Court, James Parker, Chmn., considering \$25,000 bond issue.

Tex., Abilene—School—C. E. Curry, Sec., Board of Trustees, receives bids July 20, for \$12,000 5% North Park Independent School Dist. bonds. 6-9

Tex., Borger—School—Borger Independent School Dist. voted \$200,000 bonds. Address Pres. Board of Trustees.

Tex., Corsicana—Road, etc.—Navarro County Consolidated Road Dist. No. 1 voted \$2,900,000 bonds. Address County Comms. 5-12

Tex., Dalhart—Municipal Improvement—City voted \$100,000 bonds: \$75,000, sewer; \$25,000, paving. Address City Clk. 5-5

Tex., El Paso—Levee—El Paso County votes July 6 on \$100,000 emergency flood protection bonds; Fred Wilson, County Engr. 6-2

Tex., El Paso—Hospital—El Paso County Comms., W. T. Griffith, Commr., considering bond election.

Tex., Haskell—Road—Haskell County votes Aug. 6 on \$1,500,000 bonds. Address County Comms.

Tex., Karnes City—Road—Karnes County, Falls City Dist., votes July 9 on \$70,000 bonds. Address County Comms.

Tex., Kirbyville—Water Works—City voted \$50,000 bonds. Address City Clk.

Tex., Memphis—Road—Hall County, A. C. Hoffman, County Judge, votes June 29 on \$1,000,000 bonds; C. L. Hasie, County Engr.

Tex., Pharr—School—Pharr-San Juan Independent School Dist. voted \$200,000 bonds. Address Harvey P. Smith, Archt.

Tex., San Angelo—Municipal Improvement, Building—City, E. V. Spence, Mgr., voted \$800,000 bonds: \$250,000, hall and auditorium; \$75,000, sub fire stations and equipment; \$25,000, incinerator; \$25,000, fire alarm; \$355,000, paving; \$20,000, sewer; \$50,000, to convert 6% sewer refunding warrants into 5% bonds; I. J. Curtsinger, City Atty. 4-28

Tex., Wichita Falls—School—Wichita Falls Independent School Dist. voted \$250,000 bonds; W. W. Brown, Sec. Board of Trustees.

Tex., Wichita Falls—Refunding—Wichita County Comms. may issue \$500,000, 4½% bonds.

Va., Norfolk—City, I. Walke Truxtun, Mgr., receives bids June 24 for \$675,000 bonds: \$178,000, 5%, water; \$497,000, 4½%, improvement. 5-26

W. Va., Buckhannon—Road—Upshur County votes July 12 on \$65,000 bonds. Address County Court.

W. Va., Summersville—Road—Nicholas County, Beaver Road Dist. votes June 28 on \$350,000 bonds. Address County Comms.

W. Va., Wellsburg—School Refunding—Wellsburg Board of Education, J. A. Gist, Sec., 727 Charles St., receives bids June 17 for \$45,000 4½% and 4¾% bonds. 6-9

## Bond Issues Sold

Ala., Fairfield—Funding—City, G. C. Culpepper, Clk.-Treas., sold \$80,000, 5% bonds to First National Bank, at 101.35 and accrued interest. 5-26

Ark., Little Rock—Road—State, Ralph Koonce, State Treas., sold \$13,000,000, 4½%, \$1,000 denom. bonds to Halsey, Stuart & Co., New York, at \$13,169,000. 5-26

Fla., Bradenton—Courthouse, Jail—Manatee County Comms. sold \$200,000 6% bonds to First National Bank at par and accrued interest.

Fla., Eustis—Improvement—City sold \$28,000, 6% bonds to Davies-Bertram Co., Cincinnati, Ohio, at 98.30.

Fla., Jacksonville—City, M. W. Bishop, Sec., sold \$1,000,000 5% electric light plant improvement bonds jointly to Equitable Trust Co., Howe, Snow & Bertles, both New York; American Trust Co., Jacksonville, at \$17,090 premium and accrued interest; \$114,000 5% street improvement bonds to Atlantic National Bank, Jacksonville, at premium of \$1242.60 and accrued interest. 6-2 and 5-19

Fla., Pensacola—School—Escambia County School Board sold \$10,000, Beulah-Pine Forest Special Tax School Dist. No. 20 bonds to State, for 95% of par value and accrued interest.

Fla., Pensacola—Indebtedness—City Comm. sold \$40,000 6½% certificates to Citizens and Peoples Bank at par.

Fla., Sarasota—Road—Sarasota County Comms. sold \$40,000 bonds to A. H. Welton Construction Co., Tampa, at par.

Fla., St. Augustine—Improvement—City, C. G. Oldfather, Auditor and Clk., sold \$807,000, 6%, \$1,000 denom. bonds to Barnett National Bank, Jacksonville, at \$820,049. 5-5

Ga., Swainsboro—Road—Emanuel County Comms., Geo. P. Edenfield, Clk., sold \$200,000, 4½%, \$1,000 denom. bonds to Citizens & Southern Co., Savannah, premium \$2,025. 5-26

Ky., Mayfield—Road, Bridge—Graves County Fiscal Court sold \$250,000 bonds to First National Bank, of Mayfield, at premium of \$11,500. 4-21

La., Rayne—Drainage—Board of Comms. of First Ward Drainage Dist., Acadia Parish, A. C. Chappus, Sec., sold \$68,000 6% bonds to Commercial Bank, Rayne, at par and accrued interest. 5-26

La., Roseland—Water Works—W. E. Palmer, Mayor, and Board of Aldermen, sold \$42,000 6% bonds, jointly, to Amite Bank and Trust Co., and Security Bank, Amite, at par, premium of \$50 and accrued interest. 5-26

Maryland—State, John M. Dennis, Treas., Union Trust Bldg., Baltimore, sold \$2,210,000 4½% \$1000 denom. bonds to Baltimore Trust Co.: \$125,000, Western Maryland College Loan of 1924 at 104.2443; \$100,000, Washington College Loan of 1924 at 104.339; \$110,000, St. Johns College Loan of 1924, 104.285; \$500,000, Bridge Loan of 1927, 104.156; \$1,375,000, Lateral and Post Road Loan of 1927, 104.16; Albert C. Ritchie, Governor Annapolis. 5-12

Md., Cambridge—City, Carroll L. Dail, Clk., sold \$50,000 4½% bonds to C. T. Williams & Co., Baltimore, at 103.462. 5-19

Md., Frederick—Road—Frederick County Comms. R. Bruce Murdoch, Clk., sold \$25,000, 4½%, \$1,000 denom. bonds to Baker, Watts & Co., Baltimore, at 106.0719. 6-2

Md., Upper Marlboro—School—Prince Georges County Board of Education, Nicholas Orem, County Supt., sold \$275,000, 4½% bonds to John P. Baer & Co., Baltimore. 5-5

Miss., Bay St. Louis—Seawall—Hancock County Comms. sold \$425,000 5½% bonds to Caldwell & Co., Nashville, Tenn., at premium of \$300.

Miss., Fayette—School—Town, E. H. Reber, Clk., sold \$50,000 5% bonds to Whitney-Central Trust & Savings Bank, New Orleans, La., at premium of \$390 and accrued interest. 6-2

Miss., Pontotoc—Road—Pontotoc County, M. J. Biffle, Clk., sold \$600,000 5% Road Dist. No. 2 bonds, to Sutherland, Barry & Co., New Orleans, La. 5-26

Mo., Hurley—School—Hurley Consolidated School Dist. No. 1, F. L. Steel, Pres., sold \$13,500, 5½% bonds to Prescott, Wright & Snider Co., Kansas City, at \$13,599.90. 5-26

Mo., Waco—School—Board of Education, Warren E. Lofton, Sec., sold \$15,000 bonds to Conqueror Trust Co., Joplin. 5-26

N. C., Durham—Road, Bridge—Durham County Comms., M. G. Markham, Register of deeds, sold \$250,000, 4½%, \$1000 denom. bonds to Illinois Merchants Trust Co., Chicago, at \$251,150. 5-26

(Continued on page 126)

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

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# FINANCIAL NEWS

(Continued from page 124)

N. C., Gastonia—Road, Bridge—Gaston County Comms., L. E. Rankin, Clk., sold \$150,000, 4½% bonds, jointly, to Prudden & Co., Toledo, Ohio, and A. C. Allyn & Co., Chicago, Ill., at \$150,848. 5-26

N. C., Greenville—Funding—Pitt County Comms., J. C. Gaskins, Register of Deeds, sold \$100,000 4½% \$1000 denom. bonds to Kauffman, Smith Co., St. Louis Mo., at par, \$482, and accrued interest. 5-12

N. C., Winston-Salem—Forsyth County Comms., J. M. Lentz, Clk., sold \$370,000, 4½% bonds to A. C. Allyn & Co., Chicago, Ill., Prudden & Co., Toledo, Ohio, for \$377,588; \$150,000, indebtedness; \$220,000, road and bridge. 5-5

S. C., Charleston—Paving—City, W. S. Smith, Treas., sold \$239,000, 4½% Series M bonds to Rutter & Co., New York, at premium of \$1,594. 5-19

S. C., Gaffney—Road—Cherokee County Comms., E. Wright, Supvr., sold \$500,000, 4½% bonds to Title Guaranty Trust Co., at 100.38. 6-2

S. C., Laurens—Laurens County sold \$140,000, 4½% notes to Braun, Bosworth & Co., Toledo, Ohio, at premium of \$510. 5-19

Tenn., Pulaski—School—Town sold \$15,000, 5% bonds to J. B. Palmer & Co., Nashville at \$15.125, and accrued interest. 5-19

Va., Portsmouth—Refunding—Sinking Fund purchased \$47,000 4½% bonds at par. 6-2

W. V., Fairmont—School—Board of Education Fairmont Independent School Dist., Otis G. Wilson, Supt., sold \$940,000 5%, \$1000 denom. bonds to State of West Virginia. 4-28

## Building and Loan Associations

Ala., Birmingham—Dixie Building and Loan Assn., capital \$500,000, organized; J. F. Elliott, Pres., 222 Pinson Pk.; W. F. Tichenor, V.-P., and Gen. Mgr.; Theodore J. Lamar, Gen. Counsel, Martin Bldg.

Fla., Winter Haven—Engelsen Loan Co., capital \$25,000, chartered; M. Elmer and Mary Engelsen.

Tex., Angleton—Angleton Building & Loan Assn., capital \$500,000; incorporated; B. M. Jamieson, J. G. and J. B. Jackson.

## New Financial Corporations

Ala., Birmingham—Avalon Securities Co., Inc., capital \$500,000, incorporated; J. B. Lassiter, 3060 13th Ave. S.; B. T. Davis, 8800 Second St. N.; E. G. Sims, Roebuck Springs.

Fla., Miami—Standard Mortgage Co., capital \$15,000, chartered; Howard, Morgan and Pansy Stivers.

Fla., Palm Beach—First National Bank, capital \$100,000, organized; John F. Harris, Correspondent, 4 El Brado Way.

Fla., Vero Beach—Farmers Bank of Vero Beach, capital \$75,000, chartered; tentative board: P. F. Jarvis, Pres.; W. C. Graves, Vice-president; George S. Banning Cashier.

Ga., Atlanta—Bank of Commerce, capital \$1,000,000, incorporated; Walter A. Sims, Fourth Natl. Bank Bldg., B. E. Yancey, 1201 Fairview Rd., N. E., N. M. McDill.

Ga., Lakeland—Tobacco Belt Trust Co., capital \$100,000, organized; E. D. Rivers, R. E. Carter, both Lakeland; J. Frank Kemp, Connally Bldg. Atlanta.

Ky., Louisville—Louisville National Co., capital \$150,000, incorporated; Richard Bean, 1217 Cherokee Rd.; B. J. Metcalfe, E. Weinstein, Magnolia Apts.

Md., Baltimore—Redwood Securities Corp., 412 W. Redwood St., incorporated; Harry Schoeneman, 412 W. Redwood St., Stuart M. Weller, Thomas M. Ramsaur.

N. C., Durham—Southern Fidelity & Security Co., capital \$200,000, organized; W. G. Pearson, Pres., 702 Fayetteville St.; John A. Blume, V.-P.; L. W. Wilhoite, Sec.

Tenn., Chattanooga—Brainerd Trust and Savings Bank, 127 Brainerd Road, capital \$10,000, chartered; E. R. Howard, Lon. D. Worsham, G. W. Runyan, all 109 E. Seventh St.

Tex., San Angelo—West Texas Mortgage Co., capital \$20,000, chartered; Dan G. Wilson, Pres.; A. G. Crabb, V.-P.; R. W. McNeel, Sec.-Treas.; both Cross Plains.

Traders National Bank, Col. John Persons, Pres., Birmingham, Ala., and American Trust

& Savings Bank, E. W. Crawford, Pres., merged, with \$4,900,000 capital; W. W. Crawford, Pres.; Col. John Persons, Executive V.-P.

Gulfport Building & Loan Assn., Gulfport, Miss., increased capital, \$1,000,000 to \$5,000,000.

First National Bank, Frank Haywood, Pres., Lake Worth, Fla., plans increasing capital \$100,000 to \$200,000.

Ninth Street Bank and Trust Co., J. N. Brown, Pres., St. Petersburg, Fla., plans increasing capital \$100,000 to \$200,000.

Second National Bank, T. H. Kitchen, Pres., Ashland, Ky., plans increasing capital \$100,000 to \$200,000.

Announcement has been made that the Lawyer and Banker magazine of New Orleans, La., and Detroit, Mich., has taken over the Central Law Journal of St. Louis, Mo., which will be merged with the Lawyer and Banker. The contributors and editors of the Central Law Journal which was established in 1874, will continue to work for the merged publication.

Williamsburg Bank and Trust Co., P. G. Gourdin, Pres., Kingstree, S. C., increased capital \$10,000 to \$25,000.

## Trade Literature

### Shepard Floor Operated Hoists.

An illustrated descriptive catalogue of Floor Operated Electric Crane and Hoist Company of Montour Falls, N. Y. This is a fine issue of 28 large pages, which gives full particulars by print and pictures concerning these hoists. There is an abundance of illustrations, each of them having its appropriate description adjacent to it. Many interesting and valuable facts concerning the manufacture of these hoists are also given with comprehensive details. The catalogue is printed upon strong, highly calendered paper, which brings out details of the pictures.

### Fire Brick and First American Blast Furnace.

"The Little Devil," a monthly periodical published by the Ashland Fire Brick Company, Ashland, Ky., made its appearance with the May number. It is described as a magazine devoted to fire-brick insulation. E. M. Weinfurter is editor in chief. On page 12 mention is made of what is styled "the first blast furnace in the United States." It is further stated that the site is seven miles south of Richmond, Va., on Falling Creek. It was first operated about the year 1619. It is proposed to mark the site with a suitable monument. Much interesting data about fire brick appears in the publication. There are several illustrations.

### Complete Wire Cloth Catalogue.

The Newark Wire Cloth Company, 351-365 Verona avenue, Newark, N. J., have issued a new catalogue designated No. 26 and it supercedes the former catalogue No. 25, being a substantial improvement over the latter. It includes complete information, with list prices, of double-crimped heavy steel-wire screens, regular coal screens, steel-wire cloth, bran duster grade cloth, tinned mill screen cloth, brass, copper and bronze wire cloth, phosphor bronze wire cloth, Newark metallic filter cloth, monel metal wire cloth, resting sleeves, foundry riddles, dipping baskets and renewable bottom sleeves. There are several pages of tabulated data and many superior pictures. The newest development is the gasketed metallic filter cloth.

### Creosoted Timbers Fully Described.

The Taylor-Colquitt Company, Spartanburg, S. C., have compiled a deal of useful information pertaining to timber conservation in a finely illustrated booklet of about 50 pages entitled "Creosoted Timbers," which includes crossties, poles, piling, beams, posts, lumber, bridge members and mine shoring; in fact, creosoted timbers for all structural purposes. The creosote treating plant of the company is at Spartanburg, where its general offices are also located, but there is a branch office at Chattanooga, Tenn. The booklet gives full particulars concerning the creosote treatment of timbers, and the pictures show many applications of the wood so treated.

### Value of Suggestion in Selling.

The Louisiana Red Cypress Bureau, 507 Carondelet street, New Orleans, has issued a folder on "The Power of Suggestion in Selling." It is remarked that lumber in itself has no interest for the average individual, but just suggest to him the value of finishing off the attic in his home for rooms, of beautifying his garden with arbors and trellises, of erecting a summer cottage, etc., and he becomes a good "prospect" for the sale of sundry lumber items. The bureau's organization lends itself to the development of new business for dealers.

### Burt Ventilator Catalogue.

A catalogue which is a practical handbook on the subject of ventilation, has been published by the Burt Manufacturing Company of Akron, Ohio, whose line of products includes, ventilators, exhaust heads, oil filters, oiling systems, etc. This particular catalogue is devoted especially to ventilators and ventilating systems, and attention is directed to the fact that the company makes differing types of ventilators to meet differing conditions. They are made of particularly heavy iron, and the bodies of their standard types are of prime open-hearth galvanized steel sheets; they are also made of Toncan metal if desired. The catalogue gives complete information, with pictures.

### Walworth Log's Interesting Number.

Vol. XIV, No. 3, of the Walworth Log, published by the Walworth Company, valve manufacturers, Boston, Mass., contains a number of interesting articles, among them being a description, with picture, of the Harrison-Powell Company's hardware merchandise display at their store in St. Petersburg, Fla. This Southern firm represents the Walworth line of products in a territory within a one-hundred-mile radius from St. Petersburg. Besides hardware, they handle furniture, building material, sporting goods, paints, etc., and there are from 90 to 125 people employed.

### Ord Road Finisher Folder.

The second of a series of folders describing the Ord Concrete Road Finisher has appeared. This machine is manufactured by A. W. French & Co., 8440 Lowe avenue, Chicago, and it is claimed to have a capacity of 325 square yards an hour if enough concrete is furnished. It is stated that the result is a road surface without even the slightest bump or pit; that all air or water pockets are liberated from the body of the slab, and the coarse aggregate is perfectly arranged for longer wear. The folder is printed in red and black and the pictures are fine.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

**HELPFULNESS**

is the motto of this Bank.

Let us tell you about it.

*We invite your inspection of our modern,  
burglar-proof and fireproof Safety Deposit  
Vaults, which may be rented at small cost.*

**BALTIMORE COMMERCIAL BANK**

GWYNN CROWTHER, President

26 South Street, Baltimore, Md.

Capital and Surplus \$1,350,000.00 Member Federal Reserve System

**MARYLAND TRUST COMPANY  
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Correspondence and interviews invited

CAPITAL, \$1,000,000

**SOUTHERN  
TEXTILE SECURITIES**

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Established 1892

Spartanburg, S. C.

**Do You Read The  
Advertisements Regularly?  
IT PAYS**

The advertisements in this paper contain a vast fund of interesting and valuable information. Whether it is machinery, financial credit or the thousand and one different things entering into business life.

**MANUFACTURERS RECORD  
Baltimore, Md.****The Oscar T. Smith Company**

Manufacturing Bank Stationers

CURTAIN AND AIKEN STS.

BALTIMORE, MD.

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**T**HIS COMPANY  
acts in these and all  
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plied on application.

**Bank of New York & Trust Co.**

Temporary Main Office:

76 William Street

New York

Capital, Surplus and Undivided Profits  
over \$18,000,000



THE Construction Department, our editorial neighbor, speaks eloquently for the confidence and foresight of men who are building with a vision of the South's future prosperity. Our part in any such program is to see that no project, large or small, is hampered by uncertainty as to the quality or delivery of a very necessary material—cement.

There are 21 Lehigh mills, and 17 offices, reaching from coast to coast. These mills and offices share the responsibility for having an adequate supply of Lehigh available whenever and wherever it is needed.

#### LEHIGH PORTLAND CEMENT COMPANY

Allentown, Pa.

Birmingham, Ala.

Richmond, Va.

Baltimore, Md.

*Other offices in principal cities throughout the United States*

**"LEHIGH" MEANS DEPENDABILITY—21 MILLS FROM COAST TO COAST**

### A Great Opportunity for Southern Farmers.

By GEORGE W. CARVER, Department of Research and Experiment Station, Tuskegee Institute, Ala.

The almost unprecedented disasters through which the country has and is yet passing while this article is being written is not without its hopeful aspects. These appalling disasters are provoking into activity the best thought of the country.

Three major problems present themselves for almost immediate solution as far as the food situation is concerned.

1. The real cause and a practical remedy that will make it impossible for such a thing to occur again.
2. Immediate relief for the sufferers for which much heroic work is being done, and the present forces being constantly reinforced to do greater work.
3. The establishment of permanent relief for these destitute millions of people (some who have lost all) presents a problem of gigantic magnitude.

It seems to me that the problem of feeding can be greatly simplified by making and using to the fullest extent the two great food crops for which the climate and soils of the South are especially adapted. It is not too late to plant either sweet potatoes or peanuts of the Spanish variety. From these two products a perfectly balanced ration can be made as far as muscle builders and fat formers are concerned, for both man and beast.

From these same two remarkable vegetables more plain, fancy, nutritious and wholesome dishes can be prepared than by any other two with which I am acquainted. Nearly or quite 150 products can be prepared from the peanut alone, and a correspondingly large number from the sweet potato, so that they could be served every day in the year, without injuring the digestion or tiring the palate from too much sameness.

Mississippi, Louisiana and Arkansas all have admirable soil and climate for the production of both the sweet potato and the peanut. Cow peas can be easily grown, are delicious, wholesome and can be prepared in a large number of nourishing and appetizing ways. In view of the fact that countries outside of the United States are shipping thousands of carloads of vegetables into our borders, this is a matter which should be given immediate and active attention, ere our birthright is taken from us. The South will be the greatest sufferer, as both soil and climate are peculiarly adapted to the various phases of truck growing.

A few weeks ago I examined the advertising columns of twenty leading newspapers and magazines. I was greatly surprised at not finding a single advertisement setting forth the sweet potato as a foodstuff, and but few for peanuts, and they consisted largely of peanut butter, candies, and roasted peanuts.

I believe that now is the crucial time for something radical to be done in the way of advertising. A suggestive procedure follows:

1. The peanut and sweet potato men should unite their interests and wage their advertising campaign together, as they are companions and cannot be separated if the highest good from each crop is to be realized.
2. Emphasize the fact that we have two of the cheapest and best foodstuffs ever given to man.
3. Acquaint ourselves with their preparation, noting the great variety of ways in which they both can be prepared separately or combined.
4. Set about at once to convince others, recognizing the fact that right here in the United States there are thousands of people who never saw or tasted a sweet potato, and know the peanut only as they are viewed at circuses, picnics, baseball games, etc.
5. Let us train persons in the science and art connected with their preparation until they become skilled artists. Place them at strategic points to give demonstrations, the same as do some tea and coffee firms, manufacturers of special brands of flour, jello, baking powder and many other

firms handling special products. With each demonstration the printed recipes should be given out.

6. Chambers of Commerce, Rotary Clubs, in fact all civic clubs, as well as other organizations could render a great service by sending out four or five pound packages of choice sweet potatoes, putting them directly into the hands of influential people. At least a dozen choice recipes for their preparation should accompany each package.

I mentioned the sweet potato because it is known less in the North, East and West than the peanut. I believe every farmer would gladly donate a half bushel or even a bushel of potatoes to such a cause, knowing that it would indeed be casting bread upon the waters which would surely return to him, ere many days, with its hundred fold increase.

This scheme I believe could be carried out without much expense. For example, the civic clubs and other organizations in city or town (A) would get in touch with like organizations in city or town (B) sending them the potatoes for distribution. In the flood areas and storm stricken districts, the county demonstration agents, home economics workers, and all other agencies interested and active in relief work could render an invaluable service to these stricken sections, by demonstrating how easy it is to feed themselves and their animals by using, to their fullest extent, the above crops, which are easy to grow, ideal in a crop rotation, and most desirable in a well balanced menu.

### Progress on Miami Harbor for Which \$2,370,000 Was Appropriated.

Miami, Fla.—Dredging of Miami harbor to a depth of 25 feet and width of 200 feet in the channel across Biscayne Bay to the Ocean is expected to be completed early in November, according to J. Schlessinger, engineer of the Arundel Corporation of Baltimore, which has the Government contract for the work and is now employing four large dredges. Operations are under the supervision of John T. Waldhauser, general superintendent of all Arundel dredging projects in Florida. An appropriation of \$2,370,000 was made for the Miami dredging, but to speed the work the city advanced \$1,605,000, of which \$500,000 has since been returned by the Government. Contract for deepening the municipal turning basin will be awarded on June 13 by the City Commissioners.

### Our American Heritage.

Our American Heritage, An Intimate Story of Our Birthright, and Liberty, Democracy and Righteous Citizenship, is the title of an extremely interesting and valuable book of 76 pages issued by J. Eveleth Griffith of the Griffith-Stillings Press, Boston. In this booklet Mr. Griffith has compacted an amount of information on the things which make for righteousness, for the maintenance of liberty, for obedience to the Ten Commandments and to the teachings of Christ, which will be of value wherever one is fortunate enough to have the opportunity of reading it. The whole booklet is made up to a large extent of extracts from statements by others on many of the great questions that affect character building or bear on private life as well as on business and religious life.

### Bids Invited on Six Barracks Buildings.

Fort Humphreys, Va.—Bids will be received until July 5 by Capt. George F. Hobson, Q. M. C., Constructing Quartermaster, Fort Humphreys, for the erection of six barracks buildings here for the War Department, Washington. Two of the buildings will be approximately 208 by 63 feet and four of them 176 by 47 feet, all to be two stories, of reinforced concrete skeleton construction with brick facing, concrete foundations, slate roofs and cement finished or mastic floors.



BOND ISSUES

BUILDINGS

PAVING

GOOD ROADS

# PROPOSALS



Bids close July 12, 1927.

TREASURY DEPARTMENT, Supervising Architect's Office, Washington, D. C., June 9, 1927. SEALED BIDS will be opened in this office at 3 P. M. July 12, 1927, for removing old water piping and installing new water piping, plumbing fixtures, etc., in the U. S. Postoffice and Courthouse, Jacksonville, Fla. Drawings and specifications may be obtained from the Custodian, U. S. P. O., Jacksonville, Fla., or from this office, in the discretion of the Supervising Architect, Jas. A. Wetmore, Acting Supervising Architect.

Bids close July 1, 1927.

TREASURY DEPARTMENT, Office of the Supervising Architect, Washington, D. C., June 9, 1927. SEALED BIDS will be opened in this office at 3 P. M. July 1, 1927, for furnishing and installing all labor and material necessary for a new heating system, etc., in the U. S. Postoffice and Customhouse at Galveston, Texas. Drawings and specifications may be obtained from the Custodian of the building at Galveston, Texas, or at this office, in the discretion of the Supervising Architect, Jas. A. Wetmore, Acting Supervising Architect.

Bids close July 5, 1927.

TREASURY DEPARTMENT, Office of the Supervising Architect, Washington, D. C., June 7, 1927. SEALED BIDS will be opened in this office at 3 P. M. July 5, 1927, for remodeling and enlarging parcel post annex at the U. S. Postoffice, Richmond, Va. Drawings and specifications may be obtained from the Custodian, Richmond, Va., or at this office, in the discretion of the Supervising Architect, Jas. A. Wetmore, Acting Supervising Architect.

Bids close July 7, 1927.

TREASURY DEPARTMENT, Office of the Supervising Architect, Washington, D. C., June 6, 1927. SEALED PROPOSALS will be opened in this office at 3 P. M. July 7, 1927, for removing old water piping and installing new water piping, etc., in the U. S. Postoffice and Courthouse, Greenville, S. C. Drawings and specifications may be obtained from the Custodian, U. S. Postoffice and Courthouse, Greenville, S. C., or from this office, in the discretion of the Supervising Architect, Jas. A. Wetmore, Acting Supervising Architect.

Bids close July 8, 1927.

TREASURY DEPARTMENT, Supervising Architect's Office, Washington, D. C., JUNE 7, 1927. Sealed Proposals will be opened in this office at 3 P. M. July 8, 1927, for removing the present water supply piping and furnishing and installing new brass water supply piping at the United States Postoffice and Courthouse, Raleigh, N. C. Drawings and specifications may be obtained from the Custodian, U. S. Postoffice, Raleigh, N. C., or from this office, in the discretion of the Supervising Architect, Jas. A. Wetmore, Acting Supervising Architect.

Bids close June 29, 1927.

TREASURY DEPARTMENT, Office of the Supervising Architect, Washington, D. C., May 27, 1927. SEALED BIDS, in duplicate, will be received until 3 P. M. June 29, 1927, and then publicly opened, for furnishing all labor and materials and performing all work for improving existing facilities, etc. (new heating system) at the United States Quarantine Station, Galveston, Texas. Drawings and specifications may be obtained from the office in charge at the station or at this office, in the discretion of the Supervising Architect, Jas. A. Wetmore, Acting Supervising Architect.

RATE: 35 cents per line per insertion.  
PUBLICATION DAY: Thursday.  
FORMS CLOSE: 4 P. M. Monday.  
DAY LETTERS: When too late to send copy by mail to reach us by 4 P. M. Monday, forward by day letter.

THE DAILY BULLETIN OF THE MANUFACTURERS RECORD:  
Published every business day; gives information about the industrial, commercial and financial activities of the South and Southwest.

The Daily Bulletin can be used to advantage when copy cannot reach us in time for publication in the Manufacturers Record before bids are to be opened, or when daily publications are necessary to meet legal requirements.

The same rate applies—35 cents per line per insertion.

## \$75,000 6% School Bonds

Fort Pierce, Fla.  
The Board of Public Instruction for St. Lucie County, Florida, will sell on June 21, 1927, \$75,000 of 6% school bonds, maturity dates as follows: \$3000, 1930; \$4000, 1933; \$5000, 1936; \$6000, 1939; \$7000, 1942; \$8000, 1945; \$12,000, 1948; \$14,000, 1951; \$15,000, 1954.

Opinion by Caldwell & Raymond, New York, N. Y.

## Bridges

STATE OF TENNESSEE  
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS

Nashville, Tenn.  
The Department of Highways and Public Works will place under contract, within the next two years, sixteen river bridges at an estimated cost of Eleven Million Dollars (\$11,000,000).

If interested in this construction, your name will be placed on our mailing list for "Notice to Contractors" upon our receipt of your request for same. The "Notice to Contractors" will furnish you with the date on which we will receive bids, with a detailed description of the project and with quantities of items of construction.

Address your communication to "State Department of Highways and Public Works, Nashville, Tenn."

C. N. BASS, Commissioner.

Bids close June 22, 1927.

## Bridge

DEPARTMENT OF PUBLIC WORKS  
BUREAU OF HIGHWAYS

Baltimore, Md., June 8, 1927.  
Sealed bids or proposals, in duplicate, addressed to the Board of Awards, care of the City Register, for the CONSTRUCTION OF THE CLIFTON AVENUE BRIDGE OVER THE WINDSOR MILL ROAD, will be received at the office of the City Register, City Hall, Baltimore, Md., until WEDNESDAY, JUNE 22, 1927, at 11 O'CLOCK A. M., at which time they will be publicly opened by the Board of Awards and read.

Each bid must be accompanied by a certified check of the bidder on a clearing-house bank, drawn payable to the order of the Mayor and City Council of Baltimore, in the amount of Five Thousand Dollars (\$5000). Bond in the amount of the contract price will be required of the successful bidder.

The Board of Awards reserves the right to reject any or all bids.

Plans, specifications and bidding forms may be obtained at the office of the Highways Engineer, ROOM No. 207½ CITY HALL, upon deposit of Ten Dollars (\$10), which deposit will not be refunded.

STUART PURCELL,  
Highways Engineer.

B. L. CROZIER,  
Chief Engineer.

Approved:  
WM. F. BROENING,  
President, Board of Awards.

Approved:  
JOSEPH PATTI, Jr.,  
Assistant City Solicitor.

Bids close June 24, 1927.

TREASURY DEPARTMENT, Supervising Architect's Office, Washington, D. C., May 24, 1927. SEALED BIDS will be opened in this office at 3 P. M. June 24, 1927, for furnishing and installing one new boiler, connections, etc., in the National Home for Lepers, Carville, La. Drawings and specifications may be obtained from the Custodian, National Home for Lepers, Carville, La., or from this office, in the discretion of the Supervising Architect, Jas. A. Wetmore, Acting Supervising Architect.

Bids close June 24, 1927.

## \$250,000 4½% Municipal Bonds

Annapolis, Md.  
In accordance with the provisions of Chapter 245 of the Acts of 1927 of the General Assembly of Maryland, the Mayor, Counselor and Aldermen of the City of Annapolis will receive bids on the 24th day of June, 1927, at 12 o'clock noon at the Municipal Building, Annapolis, Maryland, for Coupon Bonds in the amount of \$250,000 in denominations of \$1000, dated June 1, 1927, bearing interest at the rate of 4½% per cent per annum, known as the City of Annapolis Water Improvement Bonds of 1927.

Said issue of bonds being authorized by said Act of the General Assembly of Maryland and adopted by a majority of the votes cast by the legally qualified voters of the City of Annapolis at a special election held in said city on May 18, 1927.

Bonds are guaranteed by the Mayor, Counselor and Aldermen of the City of Annapolis and are exempted from State, county and municipal taxes of every kind whatsoever in the State of Maryland.

A deposit of 5% of the bid will be required.

ADDIE R. TONGUE,  
City Clerk.

Bids close June 28, 1927.

## Bridges

DEPARTMENT OF PUBLIC WORKS  
STATE OF MARYLAND  
STATE ROADS COMMISSION  
NOTICE TO CONTRACTORS

Baltimore, Md.  
SEALED PROPOSALS for building three bridges as follows:

Allegheny County, Cont. A-46—One single, 22-foot span, reinforced concrete slab bridge, with a 17-foot 0-inch clear roadway and two (2) 5-foot 0-inch sidewalks on the road from Frostburg to Westernport, in Midland.

Washington County, Cont. W-48—One double-span reinforced concrete arch bridge, each span 55 feet 6 inches, with a 24-foot 0-inch clear roadway over Antietam Creek on the Boonsboro-Sharpsburg Road, together with necessary fill, etc.

Cecil County, Cont. Ce-56—One single-span steel girder bridge on concrete abutments over the P. B. & W. R. R. at Heislars Road north of Charlestown.

will be received by the State Roads Commission at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 28th day of June, 1927, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form, which, with specifications and plans, will be furnished by the Commission upon application and cash payment of \$1.00, as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond and comply with the Acts of the General Assembly of Maryland respecting contracts.

The Commission reserves the right to reject any and all bids.  
BY ORDER of the State Roads Commission this 13th day of June, 1927.

JOHN N. MACKALL, Chairman.  
L. H. STEUART, Secretary.

Bids close July 1, 1927.

**Caddo Parish Bridge**

Shreveport, La., June 3, 1927.

Sealed proposals will be received by the Police Jury of Caddo Parish, La., at Room 621 Slattery Building, Shreveport, La., until 10 o'clock A. M. July 1, 1927, for the construction of Soda Lake Bridge, 15 miles northwest of Shreveport, La.

**APPROXIMATE QUANTITIES.**

Concrete (Class A), 147 cu. yds.  
Concrete (Class D), 52 cu. yds.  
Reinforcing Steel, 26,420 pounds.  
Untreated Foundation Piling, 900 lin. ft.  
Treated Piling (Approach Trestle), 2740 lin. ft.  
Untreated Lumber, 41 M. B. M.  
Treated Lumber, 16 M. B. M.  
Wet Excavation, 313 cu. yds.  
Rolled Beams (Trestle Stringers), 121,349 pounds.  
Structural Steel (110-ft. Span), 114,900 pounds.  
Separate bids also on 29,000 cu. yds. earth work in approaches.  
Plans and specifications may be obtained at the office of the undersigned upon deposit of \$3.00.

The right is reserved to reject any or all bids and to accept any bid.

J. T. BULLEN, Parish Engineer,  
Room 618 Slattery Building,  
Shreveport, La.

Bids close June 30, 1927.

**Virginia Highway Work**

Richmond, Va.

The Commission will receive bids on:

| Proj.         | Length       | Type   |
|---------------|--------------|--|
| S140E         | 93 ft. 6 in. | Steel and Conc. Bull Pasture Riv.                                    |
| S156E         | 8.8 Mi.      | Gr. and Dr.  |
| S4061LK. 490B | —            | Con. and Steel Brs. over Dry Fork, Laurel Fork, Clear Fork, Wolf Cr. |
| S411A         | 4.5 Mi.      | Gr. and Dr.  |
| S470          | 7.4 Mi.      | Gr. and Dr.  |
| S442A1        | 0.8 Mi.      | Conc. Surface.   |
| S484A         | 8.0 Mi.      | Gravel.  |

Details obtainable on request.

Bids close June 28, 1927.

**Highway Construction**

**DEPARTMENT OF PUBLIC WORKS  
STATE OF MARYLAND  
STATE ROADS COMMISSION  
NOTICE TO CONTRACTORS**

Baltimore, Md.

SEALED PROPOSALS for building four sections of State Highway as follows:

Baltimore County, Cont. B-85—One section of State Highway along the Jarrettsville Road from end of existing concrete to Jacksonville, a distance of 3.43 miles. (Concrete.)

Harford County, Cont. H-52—One section of State Highway from Emmorton toward Van Bibber for a distance of 1.0 mile. (Macadam.)

Prince George's County, Cont. P-64—One section of State Highway from Laurel toward Bowie for a distance of 1.74 miles. (Gravel.)

Dorchester County, Cont. D-45—One section of State Highway between Rhodesdale and Vienna for a distance of 2.48 miles. (Concrete.)

will be received by the State Roads Commission at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 28th day of June, 1927, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form, which, with specifications and plans, will be furnished by the Commission upon application and cash payment of \$1.00, as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond and comply with the Acts of the General Assembly of Maryland respecting contracts.

The Commission reserves the right to reject any and all bids.

BY ORDER of the State Roads Commission this 10th day of June, 1927.

JOHN N. MACKALL, Chairman.

L. H. STEUART, Secretary.

Bids close June 30, 1927.

**Virginia Highway Work**

Richmond, Va.

The Commission will receive bids on:

| Proj. | Length        | Type                          |
|-------|---------------|-------------------------------|
| S466  | 3.14 Mi.      | Gr. and Dr.                   |
| S462  | 187 ft. 6 in. | Reinf. Conc., Fontaine Creek. |

Bids close July 1, 1927.

**Caddo Parish Highways**

Shreveport, La., June 3, 1927.

Sealed proposals will be received by the Police Jury of Caddo Parish, La., at Room 621 Slattery Building, Shreveport, La., until 10 o'clock A. M. July 1, 1927, for the construction of Bridges and Structures, Forb-ing Casplana Road.

**APPROXIMATE QUANTITIES.**

Reinforcing Steel, 48,576 pounds.  
Creosoted Timber Trestle Piling, 1560 lin. ft.  
Untreated Lumber, 23 M. B. M.  
Creosoted Lumber, 9 M. B. M.  
Rolled Beams (Trestle Stringers), 68,259 pounds.  
Concrete (Class A), 368 cu. yds.  
Culvert Pipe (placing only), 1700 lin. ft.  
Rip Rap, 60 cu. yds.  
Bridge Rail (Concrete), 36 lin. ft.  
Also separate bids on 71,000 cu. yds. of earth work.

Plans and specifications may be obtained at the office of the undersigned upon deposit of \$3.00.

The right is reserved to reject any or all bids and to accept any bid.

J. T. BULLEN, Parish Engineer,  
Room 618 Slattery Building,  
Shreveport, La.

Bids close June 21, 1927.

**Highway Construction**

**DEPARTMENT OF PUBLIC WORKS  
STATE OF MARYLAND  
STATE ROADS COMMISSION  
NOTICE TO CONTRACTORS**

Baltimore, Md.

SEALED PROPOSALS for building seven sections of State Highway as follows:

Allegheny County, Cont. 48-A—One section of State Highway between Frostburg and Midland for a distance of 5.0 miles. (Concrete Shoulders.)

Washington County, Cont. W-32—One section of State Highway through Smithsburg for a distance of 0.67 mile. (Concrete Shoulders.)

Baltimore County, Cont. B-84—One section of State Highway along Bellona avenue and the Ruxton Road, from Charles Street avenue to the Falls Road, for a distance of 3.05 miles. (Concrete Shoulders.)

Frederick County, Cont. F-102—One section of State Highway from the Frederick City Line toward Yellow Springs for a distance of 1.0 mile. (Macadam Resurfacing.)

Calvert County, Cont. C-28—One section of State Highway from Lusby toward Solers for a distance of 2.0 miles. (Gravel)

Queen Anne's County, Cont. Q-39—One section of State Highway from Sudlersville toward Duhamel Corner for a distance of 1.40 miles. (Concrete.)

Somerset County, Cont. S-26—One section of State Highway through Lawsonsia for a distance of 1.50 miles. (Concrete.)

will be received by the State Roads Commission at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 21st day of June, 1927, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form, which, with specifications and plans, will be furnished by the Commission upon application and cash payment of \$1.00, as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond and comply with the Acts of the General Assembly of Maryland respecting contracts.

The Commission reserves the right to reject any and all bids.

BY ORDER of the State Roads Commission this 2nd day of June, 1927.

JOHN N. MACKALL, Chairman.

L. H. STEUART, Secretary.

Bids close July 6, 1927.

**Highway Construction**

Dover, Del.

Sealed proposals will be received by the State Highway Department at its office, Dover, Delaware, until 2 o'clock P. M. July 6, 1927, and at that place and time publicly opened, for contracts involving the following approximate quantities:

**CONTRACT 83****HARTLY-KENTON, 4.44 MILES**

3 8-10 Acres Clearing.  
3 5-10 Acres Grubbing.  
1,500 Cu. Yds. Excavation.  
2,000 Cu. Yds. Borrow.  
6,900 Cu. Yds. Cement Concrete Pavement.

or  
6,900 Cu. Yds. Cement Concrete Pavement (Slag Aggregate).  
23,500 Lin. Ft. Longitudinal Metal Joint.

or  
23,500 Lin. Ft. Longitudinal Joint (non-metallic).  
120 Cu. Yds. Class "A" Concrete.

3,500 Lbs. Reinforcement.  
400 Lin. Ft. 15-in. Corrugated Metal Pipe.

240 Lin. Ft. 18-in. R. C. Pipe.  
90 Lin. Ft. 24-in. R. C. Pipe.  
30 Lin. Ft. 30-in. R. C. Pipe.  
2,400 Lin. Ft. Wood Shoulder Curb.

**CONTRACT 84****GRAVELING, KITTS HAMMOCK ROAD****3.2 MILES**

6,500 Cu. Yds. Gravel Borrow.  
90 Lin. Ft. 15-in. Corrugated Metal Pipe.

**CONTRACT 85**

**SURFACING OVER FISHING CREEK,  
760 FT. (THOMPSONVILLE ROAD)**  
220 Tons Broken Stone Base Course.  
200 Tons Amiesite Surface Course.

**CONTRACT 86****BETHANY BEACH GOVERNMENT ROAD, .71 MILE**

1,100 Cu. Yds. Excavation.  
300 Cu. Yds. Borrow.  
1,050 Cu. Yds. Stone Cement Concrete Pavement.

or  
1,050 Cu. Yds. Cement Concrete Pavement (Slag Aggregate).  
6,000 Sq. Yds. Sand Asphalt Surface Course.

5 Cu. Yds. Class "A" Concrete.  
100 Lbs. Reinforcement.  
90 Lin. Ft. 15-in. R. C. Pipe.  
90 Lin. Ft. 24-in. R. C. Pipe.

Performance of contract shall commence within ten (10) days after execution of the contract and be completed as specified.

Monthly payments will be made for 90 per cent of the construction completed each month.

Bidders must submit proposals upon forms provided by the Department.

Each proposal must be accompanied by a surety bond, certified check or money to the amount of at least ten (10%) per centum of the total amount of the proposal.

The envelope containing the proposal must be marked "Proposal for the Construction of State Highway Contract No. ...."

The contract will be awarded or rejected within twenty (20) days from the date of opening proposals.

The right is reserved to reject any or all bids.

Detailed plans may be seen and index plans and specifications may be obtained upon receipt of two dollars (\$2.00), which amount will not be refunded.

STATE HIGHWAY DEPARTMENT.

Dover, Delaware.

Bids close June 22, 1927.

**Well Drilling**

Macon, Miss.

The undersigned committee will, on the 22d day of June, 1927, receive bids and authorized to trade for the drilling of a twelve-inch deep well, according to specifications on file in the City Clerks' office of Macon, Mississippi.

Reserve the right to reject any and all bids.

W. M. LAMBERSON,  
J. L. KLAUS,  
J. E. BOGGESS.

Bids close June 29, 1927.

**Sanitary Sewer System**

Haines City, Fla.

Sealed proposals for furnishing material and constructing sanitary sewers, sewage-disposal plant and sewage pumping stations for the City of Haines City, Florida, will be received by the City Commission at the City Hall until two (2) P. M. June 29, 1927.

The work will consist of approximately 4.8 miles of sanitary sewers, sizes 8 inches, 10 inches, 12 inches and 15 inches; 1.6 miles of 6-inch, 8-inch and 10-inch cast-iron force main, three sewage pumping stations and disposal plant.

Each proposal must be accompanied by a certified check, payable to the City of Haines City, Florida, to an amount equal to five (5%) per cent of the bid, as a guarantee that the contract will be entered into if awarded. A bond of one hundred per cent (100%) of the contract price will be required. Payments will be made in cash on monthly estimates.

Plans and specifications are on file in the office of the City Manager and City Engineer at Haines City, Florida, and with Wiedeman & Singleton, Consulting Engineers, 1404 Candler Building, Atlanta, Georgia.

Bidders may obtain copies of specifications from the above addresses by enclosing certified check for twenty-five (\$25) dollars, payable to the City of Haines City. If blueprints are desired they may be had at the cost of printing. If plans, specifications and blueprints are returned within thirty days after opening bids the check for twenty-five dollars will be returned.

JESS P. FERRILL,  
City Manager.

JOE J. HILL,  
City Engineer.

WIEDEMAN & SINGLETON  
(Successors to Paul H. Norcross),  
Consulting Engineers,  
1404 Candler Building, Atlanta, Ga.

Bids close June 20, 1927.

**Extension of Sanitary Sewerage**

Culpeper, Va.

Bids are invited until 8 o'clock P. M. on Monday, June 20, 1927, on furnishing all materials and labor and constructing certain extensions to the West District of Sanitary Sewers and comprising the following:

The Intercepting Sewer, from Sta. 36.60 to Sta. 59.68.

On West Street, between Chandler and Culpeper Streets.

The Outfall Sewer from West Street to Blue Ridge Avenue.

On West Street southward from Park Avenue to the end.

On Blue Ridge Avenue between Asher Street and Spring Street.

On Asher Street to the Interceptor.

On Park Avenue from West Street to the Interceptor.

The Outfall Sewer between Park Avenue and Spring Street.

On Spring Street from West Street to the Interceptor.

The above includes approximately 9241 feet of 6-inch, 8-inch, 10-inch and 15-inch sewers, with some cast-iron sections; also 24 manholes, 3 lamp holes and 3 flush manholes.

Each bid must be accompanied with a certified check or cashier's check (not a bidder's bond) in the sum of \$500, which will become a forfeit to the Town of Culpeper if contract be not entered upon and indemnity bond executed promptly after the award.

The bidder to whom the contract may be awarded will be required to execute an indemnity bond in the sum of \$7500 with some satisfactory guaranty company to safeguard the proper performance of the contract.

Plans and specifications may be seen at the office of the Chairman of the Water and Sewer Committee, and may be had from him alone on receipt of a check for \$10.

This check will be returned only to parties who may have submitted bona fide bids and returned the plans and specifications in good condition, both being done before the date set for closing bids.

The Town of Culpeper reserves the right to reject any or all bids.

R. F. BOOTON,  
Chairman Water and Sewer Committee,  
Culpeper, Virginia.

Bids close June 30, 1927.

**Smoke Stack and Refrigeration Plant**

Columbus, Miss.

Sealed bids will be received up to 11 A. M. June 30 at the Mississippi State College for Women, Columbus, Mississippi, for Smokestack and Refrigeration Plant for said college. Secure plans and specifications. P. J. Krouse, Architect, Meridian.

Check or bidder's bond for 5 per cent. Address undersigned at Columbus.

MISSISSIPPI BUILDING COMMISSION.

By R. L. BROWN,  
Secretary.

Bids close July 7, 1927.

**Pumping Station and Filter Plant**

San Antonio, Tex.

Sealed proposals will be received by the Central Power and Light Company, San Antonio, Texas, at its offices in San Antonio up to Thursday, July 7, 1927. Proposals are solicited on the following contracts covering the construction of a Pumping Station and Filter Plant, and the installation of a 20-inch Supply Main at Laredo, Texas.

Contract A—Pumping Station and Filter Plant Structures.

B—Filtration Equipment (4 1.5 M. G. D. Units).

C—Motor-Driven Centrifugal Pumps.

D—Cast-Iron Pipe and Fittings.

E—Valves.

F—Wash Water Tank.

G—Installation of Cast-Iron Pipe, Fittings and Valves.

H—Venturi Meter.

I—Electric Light and Power Wiring.

J—Chlorinator.

Each bid must be accompanied by a certified check or bidder's bond for ten per cent (10%) of the bid, payable to the order of the Central Power and Light Company.

Plans and specifications may be secured from the Central Power and Light Company at San Antonio, Texas, or from Alvord, Burdick & Howson, 1417 Hartford Building, Chicago, Engineers. All plans and specifications must be returned by hour of opening bids.

A cash deposit of \$10 will be required for pumping station and filter plant plans. Deposits will be returned upon return of plans prior to hour for opening bids. Plans additional to the first set will be furnished at cost of blueprinting.

The right is reserved to reject any or all bids.

CENTRAL POWER AND LIGHT  
COMPANY.

S. M. UDDEN,  
General Superintendent.

ALVORD, BURDICK & HOWSON,  
ENGINEERS.

Bids close June 28, 1927.

**Pipe and Fittings**

Tallahassee, Fla., June 3, 1927.

Bids will be received by the City Auditor and Clerk to 12 o'clock noon June 28 for the following Pipe and Fittings, F. O. B. Tallahassee; details may be had upon request:

**WATER PIPE.**

3,850 ft. 12-inch Cast-Iron Pipe and Fittings.

3,150 ft. 10-inch Cast-Iron Pipe and Fittings.

1,560 ft. 8-inch Cast-Iron Pipe and Fittings.

23,000 ft. 6-inch Cast-Iron Pipe and Fittings.

**GAS PIPE.**

550 ft. 8-inch Cast-Iron Pipe and Fittings.

1,350 ft. 6-inch Cast-Iron Pipe and Fittings.

3,504 ft. 4-inch Cast-Iron Pipe and Fittings.

State in bid the freight rate per ton on which the bids are figured, date of delivery and class of pipe.

The city reserves the right to reject any and all bids and award the contract to the best interest of the city.

WM. R. GALT, City Manager.  
B. H. BRIDGES,  
City Auditor and Clerk.

Bids close June 22, 1927.

**Traffic System**

Fayetteville, N. C.

Sealed proposals will be received by the Police Committee of the Board of Aldermen of the City of Fayetteville, North Carolina, until 8 P. M. Wednesday, June 22, 1927, at the City Hall, Fayetteville, N. C., for furnishing and installing a complete traffic system.

Bidders are to take notice that they are to furnish their own plans and specifications, from which a selection will be made.

The City of Fayetteville, N. C., reserves the right to reject any and all bids, and to award the contract in a manner as may appear to be the best interest of the city.

J. R. HARRISON,  
Chairman Police Committee,  
City of Fayetteville, N. C.

Bids close June 30, 1927.

**Concrete Apron Wharf**

Mobile, Ala.

Sealed proposals will be received by the Alabama State Docks Commission at their office, second floor State Office Building, Mobile, Alabama, until 10 A. M. June 30, 1927, and then publicly opened, for furnishing and constructing a concrete apron wharf for portion of Pier Three. This apron wharf will be about 2240 feet long by 70 feet wide, resting on concrete piles.

A deposit of Twenty-five Thousand Dollars (\$25,000), cash or certified check, or in lieu thereof a bidder's bond for like amount with an approved company, is required with each proposal.

Specifications, proposal forms and plans are on file in the office of the Purchasing Agent, second floor State Office Building, Mobile, Alabama. Complete sets will be furnished to prospective bidders on deposit of \$50, which will be refunded to depositors who submit formal proposals or return sets in good condition within thirty days of opening of bids.

A bond to the amount of 50% of the sum bid is required with contract.

The right is reserved to reject any or all bids and to waive informalities.

ALABAMA STATE DOCKS COMMISSION.

WILLIAM L. SIBERT,  
Chairman.

Bids close June 27, 1927.

**Electric Plant Equipment**

Jacksonville, Fla.

Sealed proposals will be received by the City Commission of Jacksonville, Florida, until 8 P. M. on Monday, June 27, 1927, for furnishing the following new equipment for the City Electric Light Plant on Talleyrand avenue and for substations in the City of Jacksonville, Florida.

(a) Switchboard Equipment.

(b) Power Transformers.

(c) Current Limiting Reactors.

All of said equipment shall be in accordance with plans and specifications therefor on file in office of the City Commission of Jacksonville and on file in office of Scofield Engineering Company, consulting engineers, Philadelphia, Pa., from whom copies of same may be obtained upon deposit of \$25 per specification, which will be refunded upon return of specifications to said engineering company. A certified check on a Jacksonville bank or a cashier's check on any national bank in a sum not less than five (5%) per cent of the amount of bid, made payable to Chairman City Commission, must accompany each bid as a guarantee that bidder will, if awarded the contract, promptly enter into agreement to furnish said equipment. Each bid shall be in triplicate and addressed to City Commission, marked as bid for corresponding item and delivered through mail or otherwise at office of the Secretary, Room 13 City Hall, Jacksonville, Florida. The Commission reserves the right to pay for any item either in five per cent serial bonds, at not less than par and accrued interest, to be issued, or in cash upon terms to be agreed upon; to reject any or all bids, to waive informalities, accept any bid in whole or in part or to consider alternate bids upon recommendation of said consulting engineers.

FRANK H. OWEN, Chairman.

Attest:  
M. W. BISHOP, Secretary.



## CLASSIFIED OPPORTUNITIES



### MINERAL AND TIMBER LANDS, WATER POWER, MISCELLANEOUS PROPERTIES

**WATER POWER FOR SALE** or will consider partnership. Large mill house; plenty water; 72 acres of land; 8-room dwelling, stable and barn; a quantity of wood. Six miles from town.

Box 585, South Boston, Virginia.

**SELECTED STATE** of New Mexico oil leases in 40-acre tracts and up at \$2.50 per acre. Other tracts from 50c. per acre up. If interested send \$1.00 for marked map showing well locations. Price of map refunded in case of purchase. **WYLIE & BLINEBRY**, Box 827, El Paso, Texas.

**FOR SALE, TRADE OR EXCHANGE**—1956 A., 5180 A. and 1086 A. in Morgan County, Tennessee. Good coal and colonization lands. Some good timber on the railroad and close; none over 4 miles. In proven oil territory; coal of finest quality; 5 workable veins on 5180 A.; 2 on other two tracts. These are the best bargains in the South. Price, \$10 per A.; on easy terms. The U. S. Realty Co., John H. Hatfield, Mgr., Room 4 Briscoe Building, Knoxville, Tenn.

**FOR SALE**—Forty to fifty million feet virgin timber, largely White Oak and Poplar. Easily accessible, where operating costs can be held at minimum. Also larger acreage of attractive Gas and Oil rights. Correspondence and inspection of property solicited by owners. I have good values to offer, but am not interested in brokers' propositions, as wish to give investors opportunity at first cost. Address **W. E. AVERILL**, White Sulphur Springs, W. Va.

#### FOR SALE.

50,000 acres of land southwest of Alexandria, Louisiana, a distance of 12 miles Rapides Parish. Am prepared to sell this land as a unit at a very low figure, with or without different buildings; a number of running creeks run through this tract; ready-made proposition for certain types of industries, such as a colonization project, a textile plant or the basis for a program reforestation. Certain tracts of this acreage have a fair stand of second-growth pine and hardwood; well served by gravel highway and railroad facilities. No better proposition for stock ranch, as we have the native grasses, which will keep cattle fat ten months in the year. Our Winter season is not severe on cattle; in fact, we don't have any Winter. It's south of all the big oil fields, ranging in distance of 35 to 50 miles, and we have several wells that have commenced to drill as close as 15 to 18 miles. Louisiana is underlaid with some kind of minerals all over this State.

**E. M. SHUMAKE**, Real Estate,  
Box No. 267, Alexandria, Louisiana.

#### SHALE DEPOSIT

**SHALE**—Abundant deposit on railroad. No overburden. Chemical and physical properties demonstrated as to suitability for brick. Steam shovels can excavate above level of railroad for years without blasting. In heart of power belt. Good native-born labor. **R. E. ANDREWS**, Mount Gilead, N. C.

#### COAL LANDS AND MINES

**THE STRIKE** in the Union Coal Fields means very profitable business for West Virginia. I have several very desirable coal-mining properties for sale in the Fairmont District.

**G. B. HARTLEY**,  
Fairmont, W. Va.

#### TIMBER AND TIMBER LAND

200 MILLION FEET virgin Rosemary Pine, also 50 million feet virgin hardwood; logging, transportation very good. Write first letter what you want and we can fill your demand, as price low. **H. H. HANSEN**, Macon, Mississippi.

### RATES AND CONDITIONS

Rate 30 cents per line per insertion. Minimum space accepted, four lines. In estimating the cost allow seven words of ordinary length to a line. *When the advertisement contains a number of long words proper allowance should be made.* Terms: Invariably cash with order; check, postoffice or express order or stamps accepted. No display type used. Questionable or undesirable advertisements will not be accepted. The assistance of our readers in excluding undesirable advertisements is requested. We reserve the right to refuse any advertisement. No patent medicine, oil or mining stock advertisements accepted. Rate for special contracts covering space used as desired within one year as follows: 100 lines, 28c per line; 300 lines, 26c per line; 500 lines or more, 25c per line.

### FARM, FRUIT AND TRUCK LANDS

#### FLORIDA

##### A WORD TO THE WISE!

Take advantage of buyers' market in Florida while owners of real estate need money. We offer business and home property, groves and river fronts.

**GOODWIN & BAKER**,  
Fort Pierce, Florida.

#### "FLORIDA HAS MADE THE GREATEST COMEBACK IN THE HISTORY OF THE WORLD."

C. W. Barron, International authority on Finance and Economics, in Wall Street Journal. Yes, we've made the safe landing, but it's still "Bargain Time" in Florida if you hurry: for instance, 400 acres, fertile land, 17 miles north of Tampa, \$20 per acre, half cash. Send today for booklet and list of Investments, Groves and Farms.

**TAMPA-WEST COAST REALTY CO. (INC.)**,  
Tampa, Florida.

#### NORTH CAROLINA

If interested

**FOR HOME OR FOR INVESTMENT**  
In the great and rapidly developing  
**STATE OF NORTH CAROLINA**,  
especially in its leading city, Charlotte, or in a Southern Cotton Mill or Southern Mill Stocks, write to

**F. C. ABBOTT & CO.**,  
Realtors and Investment Bankers  
Nearly thirty years in Charlotte.

#### TEXAS

##### "TEXAS 'WINTER GARDEN' LANDS."

A subdivision in 20-40 acre tracts, cleared and irrigated; suitable for Citrus Fruits, Winter Vegetables, Staple Crops. Reasonable prices. **INVESTIGATE** our proposition TODAY.

**BERMUDA LANDS COMPANY**,  
401-4 Houston Building,  
San Antonio, Texas.

#### HOUSTON, TEXAS.

I offer for sale 300 acres, all in city limits and all within the 5-mile circle from center of Houston. This property has over 7500 feet frontage on public roads; 2600 feet railroad frontage. No other property offers better prospects for development. Natural gas, 16-inch main, runs for 2900 feet on one line of this property. If interested address **G. C. STREET** (references any bank here), R. 1, BOX 406, HOUSTON, TEXAS.

#### WEST VIRGINIA

**FOR SALE**—To settle estate, excellent stock farm in Blue Grass section W. Va.; 1100 acres, splendid dwelling house, cattle barns, etc. Box 334, Alderson, W. Va.

### SUB-DIVISION PROPERTY

**BILOXI, MISS.**, 1591 feet facing the Gulf. Full Riparian Rights; 486 acres running through from Gulf of Mexico to Back Bay of Biloxi; 8000 feet frontage on Back Bay. Most beautiful subdivision on the coast. Price and terms exceptionally good.

**W. E. STEWART**,  
402 Tribune Building,  
Terre Haute, Ind.

### BUSINESS OPPORTUNITIES

**FOR SALE**—Huge deposit high-grade soapstone and well-equipped plant on railroad. Price very reasonable. **JOHN C. JAMISON**, P. O. Box 405, Roanoke, Va.

A LIBERAL INTEREST will be assigned to the manufacturer or promoter who develops and markets the Revolving Road Planer, covered by patent No. 1629678. Address No. 6748, care of Manufacturers Record.

**COCA-COLA BOTTLING PLANT** located in mid-western city. Direct franchise. Modern plant. Surfaced roads. Will bottle 5000 gallons Coca-Cola and gross 60,000 cases this year. Price \$35,000. Address No. 6722, care Manufacturers Record.

### FINANCIAL

**WE OFFER** First Mortgage Loans to net 7%, secured by desirable city property. **STANSBURY REALTY CO.**, 1104 Candler Building, Atlanta, Ga.

A FIRST MORTGAGE on well-located Florida land yields good income, with absolute safety. Want \$4500 on 160 acres, \$8500 on 520 acres; good land, South Central Florida. Will pay eight per cent and commission; investigate. **KISTNER BROS.**, Zolfo Springs, Fla.

**MONT EYRIE IS THE HUB** of that 75-mile radius of the South most potential of wealth and growth. **STOP. LOOK. LISTEN. OPPORTUNITY IS CALLING YOU.** See page 124, May 26; page 131, June 9. 20 years' Owner wants to SELL. Write **MONT EYRIE**, BOX 24, WARRIOR, ALABAMA.

### FACTORY PROPERTY WANTED

**FACTORY PROPERTY WANTED.** Southern location, suitable for textile manufacturing purposes; about 75,000 to 150,000 square feet. State full particulars and details, price, terms, etc. Address No. 6753, care Manufacturers Record, Baltimore.

### FACTORY SITES

**WATERFRONT SITES**  
22 miles from New Orleans  
High land, on Tchefuncta River; direct waterway connection to shipside, Mississippi River, New Orleans. Low-priced acreage. Ideal climate. Write for pamphlet.  
**M. D. CONNERS**, Covington, La.

**TAMPA, FLORIDA**—the logical distributing point. **HARRIS TERMINALS**—fully equipped with railroad tracks on both the Seaboard and Atlantic Coast Line railroads. We solicit your inquiries for **WAREHOUSE** and **FACTORY** sites. Prices and terms reasonable. **HARRIS REALTY CO.**, Realtors, 105 W. Cass St., P. O. Box 585, Tampa, Florida.

**WASHINGTON, D. C.** Industrial zone, 2 miles Southeast Capitol Building, 596 feet adjacent B. & O. R. R., 210 feet fronting Sumner Road, 82,347 sq. ft. at 30c per sq. ft.; 10 p. c. off for cash. Concrete roads, sewer and water connections. Improving prospects. River wharfage 1½ miles South of Capitol Building may be arranged.

**W. H. BRYSON**,  
1017 Clinton Street, Philadelphia, Pa.

## INDUSTRIES WANTED

HARRIMAN, TENNESSEE, wants a Cement Plant; all necessary raw material within a radius of 1 mile. A Milk-Condensing Plant; good factory site in wonderful milk-producing country. A Canning Plant; in the famous peach-growing section. A Furniture Factory; cheap raw material; good factory sites; pure water; cheap coal; ample electric power. Special inducements given those seeking a location. For further information write John H. Hatfield, Mgr., U. S. Realty Co., Room 4 Briscoe Building, Knoxville, Tennessee.

## MR. MANUFACTURER:

Before deciding definitely on a Southern location don't fail to investigate Altavista. No other young and growing city in Virginia can offer such advantages as our good town.

Virginia City Basic Freight Rate. Ideal climate. Abundance of labor and strikes unknown here. Free Manufacturing Sites.

For information apply to  
ALTAVISTA CHAMBER OF COMMERCE,  
Altavista, Va.

## INDUSTRIAL PLANTS

FOR SALE—Furniture Factory with well-established trade. Located in Western North Carolina at a good shipping point and adjacent to large hardwood lumber supplies on low freight rates. Reason for selling, present owners wish to retire from active business. Address inquiries to No. 6750, care of Manufacturers Record, Baltimore, Md.

FOR SALE—Two distilleries, fully equipped, with five large warehouses, two fermenting houses, dry house, bottling plant, branding house, two office buildings, all of brick construction; also four "iron-clad" warehouses. Inexhaustible "limestone" water supply on the premises; 540x366 feet; paved streets and railroad switch. Situated in Louisville, Ky. Address No. 6754, care of Manufacturers Record, Baltimore, Md.

## PATENT ATTORNEYS

PATENTS--TRADEMARKS--COPYRIGHTS Charlotte Office convenient to South. PAUL B. EATON, Registered Patent Attorney, 406 Independence Building, Charlotte, N. C., and 903 Grant Place N. W., Washington, D. C.

PATENTS, TRADEMARKS, Designs, Copyrights. Free preliminary advice; confidential and prompt. Registered patent attorney, formerly examiner in U. S. Patent Office. ALBERT L. JACOBS, Barrister Building, Washington, D. C.

## PATENT ATTORNEYS

PATENTS—Booklet free. Highest references. Best results. Promptness assured. WATSON E. COLEMAN, Patent Lawyer, 724 Ninth St. N. W., Washington, D. C.

PATENTS--TRADEMARKS--COPYRIGHTS Write for our free Guide Books and "RECORD OF INVENTION BLANK" before disclosing invention. Send model or sketch and description of your invention for our inspection and instructions free. Terms reasonable. Highest references. VICTOR J. EVANS & CO., 712 Ninth, Washington, D. C.

INVENTORS—Send sketch or model of your invention for opinion concerning patentable nature and exact cost of applying for Patent. Book, "How to Obtain a Patent," sent free. Gives information on Patent procedure and tells what every inventor should know. Established 25 years. Chand-lee & Chandlee, 412 Seventh St. N. W., Washington, D. C.

## SITUATIONS WANTED

BUILDING SUPT. with 20 years' experience on different kinds of bldgs., including Government postoffice bldgs.; can do own estimating; can furnish references and available at once. 6751, Manufacturers Record.

BUSINESS MAN (Southerner), now in New York City, desires re-enter business in South, where business is established, but can use some additional cash, bank credits and management. Room 1003 Cunard Building, 25 Broadway, New York.

GENERAL SUPERINTENDENT OR GENERAL MANAGER Boiler, Tank, Steel Plate and Structural Steel Plant. Am 46 years old; 19 years' practical experience from rivet heater through all departments to present executive position in boiler and structural steel plant in South. Address No. 6749, care of Manufacturers Record, Baltimore.

CIVIL ENGINEER, graduate, 30, single, desires position with construction or engineering company; experience in river and harbor improvements, bridges, reinforced concrete, track layout, estimating and construction.

K. HUNDERUP,  
Box 85, Chillicothe, Ill.

SALESMAN—Open to overtures from established manufacturer to sell mill supply, hardware, marine and electrical jobbers, also railroads and industrial plants; acquainted with trade from Florida to Texas; am practical mechanic and electrician. Expenses, drawing account and bonus earnings must be around \$5000. Address No. 6752, care Manufacturers Record, Baltimore, Md.

## SITUATIONS WANTED

ENGINEER, with seven years' experience in highway, railroad and reclamation work, would like position with reputable building material concern as salesman. Would prefer Southern territory. Write  
BOX 1045, SAVANNAH, GA.

## MEN WANTED

SALESMAN WANTED—Our proposition offers greater earning possibilities to the real salesman than is offered to him in most any other line. A credit and collection service with a bonded recovery obligation. American Security Credit Company, General Offices, St. Louis, Mo.

IF YOU ARE OPEN to overtures for new connection and qualified for a salary between \$2500 and \$25,000, your response to this announcement is invited. The undersigned provides a thoroughly organized service, of recognized standards and reputation, through which preliminaries are negotiated confidentially for positions of the caliber indicated. The procedure is individualized to each client's personal requirements; your identity covered and present position protected. Established sixteen years. Send only name and address for details.

R. W. BIXBY, INC.,  
103 Downtown Bldg., Buffalo, New York.

## CONTRACT WORK WANTED

MANUFACTURING PLANT, well equipped and located, wants something to manufacture, preferably heavy machinery. All facilities necessary, including engineering department, patent shop, foundry with a capacity for single castings in either gray iron or semi-steel up to twenty tons; well-equipped machine shop, erecting floors, etc. No. 6683, care of Manufacturers Record.

## MACHINERY AND SUPPLIES

ICE-MAKING AND REFRIGERATING MACHINERY—New and rebuilt. Our prices on new Waynesboro Refrigerating equipment, delivered and installed, very low. Buy direct from the manufacturer. All sizes. Get our prices on your requirements. GEISER MANUFACTURING COMPANY, "Department E," Waynesboro, Pa.

## MACHINERY AND SUPPLIES WANTED

WANTED—Two freight elevators, one to three tons.

H. L. THOMAS,  
431 North Front street, Baltimore, Md.



## SPECIAL ADVERTISEMENTS OF GENERAL INTEREST



### Two Ideal Textile Manufacturing Sites FOR SALE!!!

Located at and near Marietta, South Carolina. Enjoying Greenville freight rates.

Tracts contain twelve hundred acres and seven hundred acres. Water main, high voltage power, clear mountain stream, all run through property.

Railroad, State Highway, and county roads touch property. Water power of considerable horse-power available from water power sites located on property. Lockwood, Green & Co., drew plans for ten thousand spindle mill for this property, but death of owner stopped realization of project.

Will sell in part or all. Write:

**J. NORWOOD CLEVELAND**

Marietta

South Carolina

### Fabricated One-Story Steel Frame BUILDING—For Sale

522 ft. long; 74 ft. 6 in. wide; 42 ft. high on sides plus 20 ft. high roof.

Suitable for Warehouse, Boiler or Structural Steel Shop or one-story Manufacturing Plant. Used by the International Shipbuilding Co. during the War for Steel Plate work.

Now dissembled and marked, ready for shipment at Pascagoula, Miss.

Will sell all or part, CHEAP.

**CHAS. T. LEHMAN**

BIRMINGHAM

ALABAMA

## An Industrious Partner

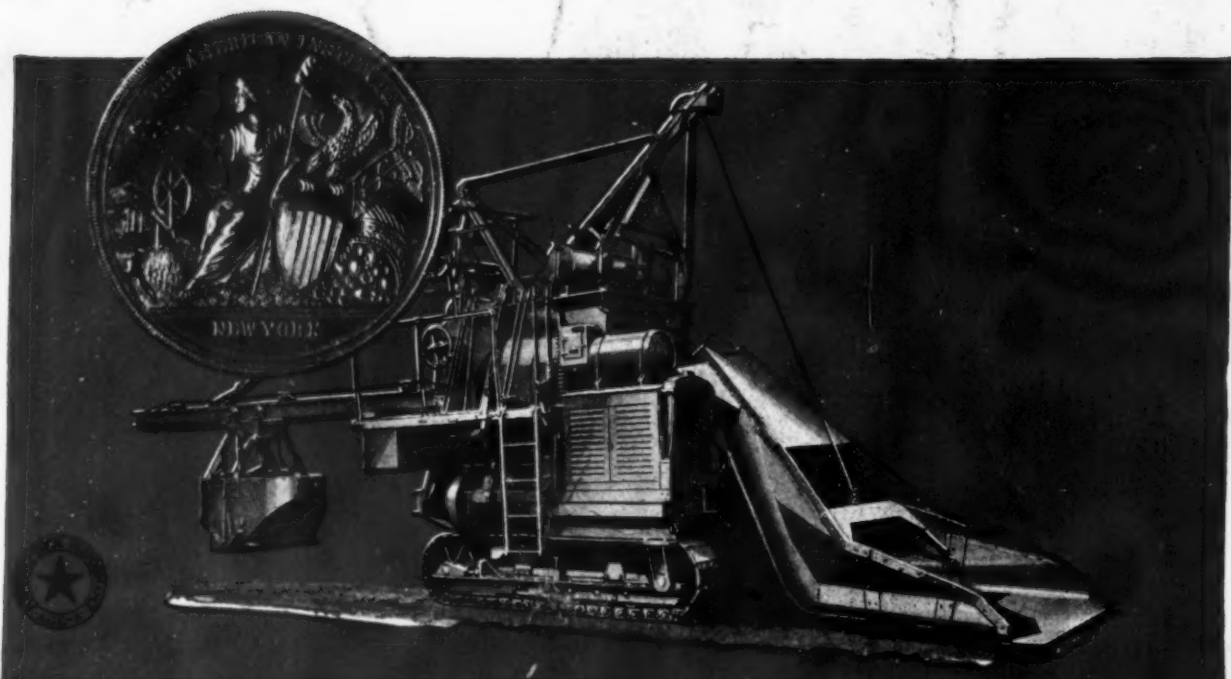
With 22 years of experience to guarantee quality and with 31 plants and 101 warehouses to guarantee supply, Prest-O-Lite dissolved acetylene is an ideal partner in your business.

THE PREST-O-LITE COMPANY, INC.  
Unit of Union Carbide and Carbon Corporation  
General Offices: Carbide and Carbon Building  
30 East 42d St., New York  
31 Plants—101 Warehouses



# Prest-O-Lite

## DISSOLVED ACETYLENE



# ***Foote Pavers***

The award, to the Foote Co. of Nunda, N. Y., by the American Institute, of a Diploma and Gold Medal "in recognition of 25 years of public service in designing and building the concrete mixers which have constructed 30,000 miles of the Nation's concrete highways", is a matter of no small pride also to

Hercules Motors Corporation whose Engines were installed in the first gasoline mixers built by Foote—and have been standard equipment ever since.

HERCULES MOTORS CORPORATION Canton, Ohio, U. S. A.

# **HERCULES ENGINES**

